

# Delaware and Hudson Canal Company The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)



*D&H Turntable, Lanesboro, PA.* Photo in the collection of the Carbondale D&H Transportation Museum. Engine No. 3, at the left, has just been turned on the turntable, and is heading south to assume its position at the head of the passenger cars, on the right, for the trip to Carbondale.

By  
**S. Robert Powell, Ph.D.**

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A History of the  
**Delaware and Hudson Canal Company**  
in 24 Volumes

S. Robert Powell, Ph.D., 1974  
Indiana University, Bloomington, IN

I	Gravity Railroad: 1829 Configuration
II	Gravity Railroad: 1845 Configuration
III	Gravity Railroad: 1859 Configuration
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# Telling the Story

Each of the volumes in this D&H series focuses on a single aspect of the history of the Delaware and Hudson Canal Company. As such, we have given—and will continue to give—our best effort to synthesize and to present in a meaningful manner what is known and what we have learned about the topic in question. That material constitutes the primary content of each volume: the 1859 configuration of the Gravity Railroad, working horses and mules, for example.

At the same time, we are also interested in presenting and preserving, for the record, supplementary data and information that we have synthesized or which is a meaningful document unto itself (e.g., "Philip Hone's Speech on the Occasion of the Ground Breaking for the D&H Canal", which is presented at the end of Volume VI in section 6014) which enriches the portrait of the D&H that we are presenting but which may not be broad enough for a separate volume or which, if presented in the body of the text in any of these 24 volumes, would impede the forward movement of the primary text. Secondary material of that nature is presented at the end of all of the previously published volumes in this series.

At the end of Volume II, for example, in section 4531, we presented "Telegraph Excursus, 1844-1904"; at the end of Volume III, we presented, in section 5942, "North Branch Canal". Those volumes are enriched by those secondary journeys.

At the same time, we have presented in all of the previously published volumes in this series, after the primary story has been told (e.g., waterpower on the Gravity Railroad), primary texts and documents that have never been read or studied by historians and which are presented here, for the record, as ends unto themselves.

In Volumes VII through X, for example, we presented, in four installments, the complete log book of the D&H Canal for 1832: "Account Arrival & Departure of Boats 1832". In Volumes VII through XII, we have presented/will present, in six installments, a large number of the weekly newspaper columns, covering the period September 15, 1882—September 9, 1892, from the Carbondale newspapers, about the Gravity Railroad, the Valley Road, the Jefferson Branch of the Erie, and the Albany & Susquehanna Rail Road.

That D&H Canal log book (of which we have presented a complete facsimile) and those newspaper clippings (which we have annotated in a preliminary way) are, in effect, significant research resources that we have presented/will present in these volumes for the future use of ourselves and other D&H historians. Those documents surely contain a significant quantity of data and information that will, when appropriately "mined" and incorporated into the history of the D&H, enrich that history.

Beginning with the present volume, we will present at the conclusion of each volume in this series, after the primary content of that volume has been presented and just before the *Bibliography*, a section that we have entitled *In the Caboose*.

What is presented *In the Caboose* of these volumes?

In the course of our on-going research on the Delaware and Hudson Canal Company and the publication of the twenty-four volumes in this series, we invariably uncover data or learn information about the D&H that would have been included in the earlier published volumes in this series had those data or that information been known or available before those volumes were published. But that was not the case. That's fine. Such discoveries happen all the time in the publishing world. You can't turn back the clock.

In the meantime, however, we would like to share these new finds / this new learning that will be incorporated—turning the clock forward—in the second editions of existing published volumes in this series. The sub-heads under "In the Caboose" in this and future volumes will bear titles such as "Additions for Volume II", "Additions for Volume X".

In addition, in the course of our research on the Gravity Railroad and the other D&H rail lines and on the topics that will be the primary subjects of Volumes XI through XXIV, we have discovered a lot of material on the D&H Canal (which is not one of the primary topics to be covered in this D&H series). That material will be presented at the conclusion of Volumes XV, XX, and XXIII as, respectively, "D&H Canal, Part I," "D&H Canal, Part II," and "D&H Canal, Part III."

Recapitulation: There are 24 volumes in this history of the Delaware and Hudson Canal Company, each of which is about one topic (which is the title of the volume). Each volume also contains secondary material which enriches the portrait presented of the Delaware and Hudson Canal Company. Our objective, however, is not only to record a synthesis of what is known and what we have learned about the D&H, before that material is lost forever, but also to record what we are learning on a daily basis about the Delaware and Hudson Canal Company.

S. Robert Powell  
December 21, 2015

## **Overview**

The industrial revolution in America was born on October 9, 1829, in Carbondale, PA, when the first cut of Delaware & Hudson Gravity Railroad coal cars, loaded with mass produced anthracite coal, headed up Plane No. 1 out of Carbondale for Honesdale and to market in New York City.

Those cars, filled with anthracite coal from mines in Carbondale, traveled over 16 miles of railroad tracks, made up of eight inclined planes and three levels, to Honesdale, where the coal was transferred into canal boats and hauled 108 miles, through the D&H Canal, to the Hudson River.

Most of the coal that was sent through the D&H system in the course of the nineteenth century was shipped south on the Hudson River to the New York metropolitan market and to many ports on the Atlantic seaboard, north and south of New York. A large quantity of anthracite coal was also shipped up the Hudson River to Albany, and shipped through the Erie Canal to the American Midwest.

The mining, manufacturing, and transportation system that became operational on that day between the anthracite mines of the Lackawanna Valley and the retail markets for that coal on the eastern seaboard and in the American Midwest was the product of enlightened entrepreneurial, technological, and managerial thought on the part of the officers, managers, directors, and employees of the Delaware and Hudson Canal Company. That system, the first private sector million-dollar enterprise in American history, was, at the same time, the pioneer expression on this continent of mass production, a mode of production that would thereafter characterize industry in America and around the world.

Mass production, the revolutionary engine that made it possible for the D&H to launch its mining, manufacturing, and transportation system in Carbondale on October 9, 1829, and to perpetuate that system well into the 20<sup>th</sup> century, came into existence when it did and lasted for as long as it did because a body of employees

and managers, within the context of a community, of which both groups were a part, chose to work together for their mutual benefit and enrichment, to mass produce and market a commodity, and in so doing to implement the clearly articulated production and marketing objectives of “the company,” the Delaware and Hudson Canal Company.

In this 24-volume work on the D&H,\* we will (1) document the history of that mining, manufacturing, and transportation system, with a special focus on the rail lines of the Delaware and Hudson Canal Company in northeastern Pennsylvania, from the opening of the D&H Gravity Railroad in 1829 to the anthracite coal strike of 1902; and (2) demonstrate that the history of that mining, manufacturing, and transportation system, the D. & H. C. Co., from 1829 to 1902, is, at the same time, not only an illustration of eight decades of fine tuning by the D&H of their mass production procedures and techniques but also a full-bodied expression and record, both from the point of view of the D&H and from the point of view of its employees, of the birth, development, and first maturity of the industrial revolution in America.

This is a success story, directed by America’s pioneer urban capitalists, and implemented by them and the tens of thousands of men, women, and children who emigrated from Europe to the coal fields of northeastern Pennsylvania in the nineteenth century to work for and with the D&H and to start their lives over again. This is a success story that is important not only within in the context of local, state, and regional history but also within the context of American history. It is a compelling story.

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\*The present volume focuses on *The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)*. Each of these 24 volumes will focus on one aspect of the history of the Delaware and Hudson railroad, from the opening of the Gravity Railroad in 1829 to the anthracite coal strike of 1902. Each volume will be an autonomous entity and published separately.

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## **The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)**

The Jefferson Branch of the Erie Railroad was a 34.6-mile long steam locomotive line from Carbondale to Lanesboro Junction, PA. Construction of the line was begun in 1869, and the line opened in October 1870. Our primary focus in the pages that follow is the construction, operation, and history of that line.

### **Building a Railroad from Carbondale to Lanesboro: 1840-1857**

As early as 1840, there was talk of building a rail line from the Lackawanna Valley to the Lanesboro area. At a meeting in the Rail Way Hotel in the village of Carbondale, on January 21, 1840, officers and managers of the Lackawanna and Susquehanna Rail Road Co. were elected, to serve for one year. The president elected at that time was the very well known and highly regarded Thomas Merideth [sic]. This we know from the announcement given below that was published in *The Carbondale Journal* of January 30, 1840, p. 3:

At an election for officers of the Lackawanna and Susquehanna Rail Road Co., held at the Rail Way Hotel, in the village of Carbondale on the 21st inst. The following persons were elected to serve for one year, namely :

**THOMAS MERIDETH, President.**  
**SAMUEL HODGDON, Treasurer.**  
**LEWIS JONES, Jr. Secretary.**

**Managers :**  
*Samuel Hodgdon,*  
*F. M. Crane,*  
*Geo. W. Woodward,*  
*V. L. Maxwell,*  
*John Graham,*  
*William Dymock,*  
*S. Meylert,*  
*John Mumford,*  
*William Hartley,*  
*Lewis Jones, Jr.,*

**LEWIS JONES, Jr. Sec'y.**  
**Carbondale, Jan. 23, 1840.**

Following that initial meeting, we don't find any other mention of the Lackawanna and Susquehanna Rail Road Co. in the Carbondale newspapers.

Then in 1846, when the New York & Erie Rail Road made it known publicly that the Erie would pass through Lanesboro, a writer, who identified himself as "F", asked in the August 21, 1846 issue of the *Carbondale Democrat* (p. 3) a very important question:

"[H]as not the time arrived, when the citizens of the Lackawanna valley should begin to consider the question of a Rail Road north, to intersect the N. Y. & Erie, at, or near Lanesboro'?"

"For the *Carbondale Democrat* / **Lackawanna Rail Road.** / It seems the Commissioners of the *New York & Erie Rail Road*, have decided to adopt the route thro' Pennsylvania, thereby locating the said road on the east side of Big Eddy, only thirty one miles from Carbondale; and on the north, at Lanesboro', only thirty miles. In view of this fact, has not the time arrived, when the citizens of the Lackawanna valley should begin to consider the question of a Rail Road north, to intersect the N. Y. & Erie, at, or near Lanesboro'?"

That same writer further strengthened his rhetorical question (Has not the time arrived when the citizens of the Lackawanna Valley should establish a rail line to Lanesboro to connect there with the Erie?) by pointing out (in the same article in the same issue of the *Carbondale Democrat*) that such a rail line would make it possible for the D&H to tap into vast new markets for anthracite coal, not only in the interior of New York state but also along the route of the Erie Canal and the route of the Chenango Canal:

"The construction of a road to that point, will open the inexhaustible Coal fields of the Lackawanna, to a large portion of the interior of the State of New York; to the counties of Delaware, Broome, Tioga, Chemung, Tompkins, Cayuga, Seneca, Cortland, Chenango, Madison, Oneida and Onondaga; to the Salt works of Salina and Syracuse, and numerous large and thriving villages on the Erie Canal. /In my opinion the northern market for *our* Coal, will prove vastly superior to any that can ever be presented from any other quarter. Binghamton, the termination of the Chenango Canal, will be only about 60 miles from Carbondale, which distance, a train of cars laden with Coal, could easily traverse in 10 hours. But I will not enlarge upon this subject, my object being to invite the attention of the public to a matter, which is of vital importance to the Lackawanna valley, and in which *every* citizen, whatever may be his occupation, has a deep interest. F. "(*Carbondale Democrat*, August 21, 1846, p. 3)



On January 22, 1847, a public meeting set for January 27, was announced at the Hotel of W. W. Bronson in the village of Carbondale to consider the propriety of asking from the Legislature of the commonwealth of Pennsylvania a grant for a railroad from Wilkes-Barre to Lanesboro or any other point, uniting with the Erie Railroad, and also to take such other measures as may be deemed advisable to carry out such improvement. "The necessity of some action in relation thereto must be to all apparent," said the committee, "for though charters have been granted for roads in our neighborhood for many years past, we have yet to learn when and where ground has been broken, or any measures taken to open to the north and west a communication for our great staple COAL." Here is that meeting announcement:

**"WILKESBARRE AND LANESBORO RAILROAD.** / The citizens interested in the prosperity of this County, are requested to meet at the Hotel of W. W. Bronson in the village of Carbondale, on Wednesday next at ten o'clock A.M., to take into consideration the propriety of asking from the Legislature of this commonwealth, a grant for a Railroad from Wilkesbarre to Lanesboro' or other point, uniting with the Erie Railroad, and to take such other measures as may be deemed advisable to carry out such improvement. / The necessity of some action in relation thereto must be to all apparent, for though charters have been granted for roads in our neighborhood for many years past, we have yet to learn when and where ground has been broken, or any measures taken to open to the north and west a communication for our great staple COAL." (*Carbondale Democrat*, January 22, 1847, p 2)

That meeting was attended by a body of enlightened Carbondale residents who drafted a preamble and a series of resolutions expressive of the views of the meeting on the question of a railroad north to Lanesboro, all of which were adopted. The report on that meeting was published in the *Carbondale Democrat* on January 29, 1847, as follows:

**"Railroad Meeting.** / In pursuance of a notice in the *Carbondale Democrat*, the citizens interested in the welfare of the Lackawanna Valley, convened at the house of Wm. W. Bronson, on the 27<sup>th</sup> inst—to consider and propose some measures to effect the opening of a communication by Rail Road, that the inexhaustible mineral wealth of the said Valley, might become available, and a market secured therefor,—and organized by calling Wm. Root, to the chair, Henry Coon, and S. Hodgdon, Vice Presidents, and D. N. Lathrope, Secretary. / *On Motion*, S. Hodgdon, S. S. Benedict, Dr. Lathrope, Jos. Benjamin, and Judson Clarke, were appointed a committee to draft resolutions expressive of the views of this meeting. / The Committee shortly after reported, through their chairman, the following preamble and resolutions, which were adopted: / Whereas the great coal fields of the Lackawanna Valley are mines of wealth to its people, if the avenues to market were sufficient to keep pace with the increased demand, it is of the highest importance to the people of said valley, that an outlet for

coal, should be obtained, and that it is deemed expedient to take such measures as will secure a connection by Rail Road from Wilkesbarre with the Wilkesbarre and Whitehaven Rail Road, then North, to form a junction with the New York and Erie Rail Road at some desirable point between Lanesboro and Binghamton; and thus, likewise, secure increased facilities for the introduction of Plaster and Salt from Western New York. / *Resolved*, That the several rail road charters heretofore granted, the provisions of which have not been carried out, are but rail roads on paper, detrimental to the interest of the people and the Commonwealth and sound policy, require the charters of said incorporations should instantly be repealed by the Legislature, or prompt and efficient action be required to carry into effect operations without delay. / *Resolved*, That a committee of five persons as a central corresponding committee be appointed by the chairman. Whereupon the chairman appointed Joseph Benjamin, D. N. Lathrope, S. Hodgdon, S. S. Benedict and H. P. Ensign, said committee. / *Resolved*, That the citizens of the adjoining counties interested in said improvements, be requested to appoint delegates to meet in Convention at Carbondale on the 13<sup>th</sup> of February next, to adopt such measures as may then be deemed expedient to carry into effect the contemplated objects of the meeting. / *Resolved*, That the papers favorable to the improvement of the Lackawanna Valley, by rail road, be requested to publish the proceedings of this meeting. / WM. ROOT, Chairman. / D. N. Lathrope, Secretary.” (*Carbondale Democrat*, January 29, 1847, p. 2)

What an amazing meeting that must have been!

- The chairman was William Root; Henry Coon and S. Hodgdon were named vice-presidents; and D. N. Lathrope, secretary; Hodgdon, it should be noted, was elected Treasurer of the Lackawanna and Susquehanna Rail Road Co. on January 21, 1840 (see above).
- S. Hodgdon, S. S. Benedict, Dr. Lathrope, Joseph Benjamin, and Judson Clarke, were appointed a committee to draft resolutions expressive of the views of the meeting.
- Through one of its resolutions the meeting recognized that western and northern New York were an excellent market for D&H coal and that to send coal north and west by rail would stimulate the return shipment of commodities from those areas (flour, plaster and salt from Western New York) into the Lackawanna Valley in return.
- Through another resolution, the meeting resolved that the legislature of Pennsylvania should cancel the charters of railroads that exist on paper only, such railroads being "detrimental to the interest of the people and the Commonwealth and sound policy."
- The chairman of the meeting appointed a central corresponding committee, made up of the following persons: Joseph Benjamin, D. N. Lathrope, S. Hodgdon, S. S. Benedict, and H. P. Ensign.

- The meeting resolved that the citizens of the adjoining counties interested in said improvements should be requested to appoint delegates to meet in Convention at Carbondale on the 13<sup>th</sup> of February next, to adopt such measures as may then be deemed expedient to carry into effect the contemplated objects of the meeting.
- Finally, the meeting resolved that the newspapers favorable to the improvement of the Lackawanna Valley, by rail road, be requested to publish the proceedings of the present meeting.

A second article from that same committee was published in that same issue of the *Carbondale Democrat*.

**“RAIL ROAD CONVENTION.** / It will be seen by our paper to-day, that a preliminary meeting has been held, relative to the project of speedily constructing a Rail Road through the Lackawanna Valley, to connect with the New York and Erie Rail Road at Lanesboro’. A charter has been granted already some years, but for the want of proper connecting links at the upper termination of the route, the matter has been allowed to rest. At this time there appears to be a lively interest felt in completing this road, as soon as circumstances will permit. As was stated at the Dundaff Rail Road Convention, a year ago, this Valley must not look exclusively to an eastern market for the sale of its coal and iron. In time those nearer the sea board will be able to cut out our trade entirely, and consequently we must look in another direction for a permanent and profitable market, and that is Western New York. We shall be able to furnish coal at the western lakes by way of the New York and Erie Rail Road, much cheaper than it can be taken from any other mines. If the Books are opened for stock in this road, we believe there will be no difficulty in getting it taken. / We consider this matter deserving the attention of the citizens of our Valley, for who does not know, that in the event of a road being built, this will be one of the richest portions of Pennsylvania. It is equally important to Western New York, as furnishing an outlet for a larger share of her flour, salt, gypsum, &c. in return for our coal and iron. / It is proposed to hold a Convention in this place, on the 13<sup>th</sup> of February, which we hope will be well attended by delegates from the various sections which would derive advantages from it.”  
(*Carbondale Democrat*, January 29, 1847, p. 2)

In this second article, the committee affirmed that:

- At the present time, there is strong interest in constructing the already chartered rail line to Lanesboro from Carbondale, a rail line which at present exists only on paper. If the books were opened for stock in this road, said the committee "we believe there will be no difficulty in getting it taken."

- The Lackawanna Valley must not look exclusively to an eastern market for the sale of its coal and iron, said the committee. In time, those nearer the sea board will be able to cut out trade entirely from the Lackawanna Valley, said the committee, and that consequently the Lackawanna Valley must look in another direction for a permanent and profitable market, and that is Western New York.

What a remarkable and enlightened committee! Such individuals and such thinking are what made possible the industrial revolution in America.

The railroad Convention announced by the Committee took place on February 13, 1847 at the Rail-Way Hotel in Carbondale. The purpose of the meeting was to facilitate "a Rail Road through the valley of the Lackawanna, to a junction with the New York & Erie Rail Road." Thomas Meredith, Esquire was named chairman of the meeting; P. Byrne was appointed secretary. D. N. Lathrope, Esquire opened the meeting "[with] a lucid view of the unity and necessity of such a measure, and showing the advantage of an early prosecution of the intended route by the Lackawanna & Susquehanna Rail Road Company, as at present incorporated—said route to run from the coal region of the Lackawanna in Luzerne county, to Harmony in Susquehanna county, and also a complete vindication of the same, from supineness [sic] and neglect."

The meeting was addressed by Messrs. Hodgdon, Lathrope, Benedict, Pierson, and Grow. D. N. Lathrope, S. S. Benedict and Wm. Brennan were appointed a committee to draft and report resolutions. D. N. Lathrope was named committee chairman.

From those resolutions, which are reported in the newspaper report given below from the *Carbondale Democrat*, we learn that the name of the on-paper only rail line already chartered to construct a rail line from the Lackawanna Valley to intersect the Erie road at "Harmony in Susquehanna county" is named the Lackawanna & Susquehanna Rail Road" (see above).

From those resolutions we also learn that it was the committee's belief that that "now is the time to push the Lackawanna & Susquehanna Rail Road, by beginning at Lanesboro', and penetrating into the valley as fast as possible, until the road is extended through Carbondale to the mouth of the Lackawanna."

Additionally, we learn (1) "That the people of the Lackawanna valley, and those of Susquehanna and Wayne counties who live in the vicinity of the route of the said road, are its warm friends and supporters, and desire that no obstructions shall be interposed to prevent the raising of the necessary funds next spring for its construction, and that we ought not now to listen to new schemes and doubtful projects, if we wish success to the improvement of our valley," and (2)

that "the chief obstacles which have impeded the construction of the Lackawanna & Susquehanna Rail Road, being now, as we believe removed, the best interest of our valley require its energetic prosecution—and the President and managers of said Road are earnestly recommended to adopt the most active measures to obtain the necessary subscriptions of stock, and carry out the provisions of their charter."

Here is the published report of that extraordinary meeting:

**“RAILROAD CONVENTION.** / At an adjourned meeting held at the Rail-Way Hotel, for the purpose of facilitating a Rail Road through the valley of the Lackawanna, to a junction with the New York & Erie Rail Road. / On motion, Thomas Meredith, Esq., was called to the chair, and P. Byrne, appointed Secretary. / D. N. Lathrope, Esq., opened the meeting [with] a lucid view of the unity and necessity of such a measure, and showing the advantage of an early prosecution of the intended route by the Lackawanna & Susquehanna Rail Road Company, as at present incorporated—said route to run from the coal region of the Lackawanna in Luzerne county, to Harmony in Susquehanna county, and also a complete vindication of the same, from supineness [sic] and neglect. / The meeting was addressed by Messrs. Hodgdon, Lathrope, Benedict, Pierson, and Grow. / On motion, D. N. Lathrope, S. S. Benedict and Wm. Brennan, were appointed a committee to draft and report resolutions. / Said Committee by their chairman, D. N. Lathrope, reported the following, which were adopted. / WHEREAS, the resources of our valley are admitted on all hands to be of increased magnitude and importance, and whereas, the same can never be fully developed until lines of communication are formed with the great markets of the East and West, and to contribute to the success of such measures, it is absolutely necessary that harmony and good feeling should prevail amongst the citizens of our valley. Be it therefore / *Resolved*, That we view with pleasure the extraordinary exertions of the Lackawanna & Susquehanna Rail Road company, in getting an act of incorporation liberal and conservative in all its provisions with tolls as low as any other Rail Road chartered in the valley. / *Resolved*, That the question as to the location of the New York & Erie Rail Road, may be regarded as definitively settled, and the certainty of a connection with it, may soon be relied upon, and that now is the time to push the Lackawanna & Susquehanna Rail Road, by beginning at Lanesboro’, and penetrating into the valley as fast as possible, until the road is extended through Carbondale to the mouth of the Lackawanna. / *Resolved*, That the people of the Lackawanna valley, and those of Susquehanna and Wayne counties who live in the vicinity of the route of the said road, are its warm friends and supporters, and desire that no obstructions shall be interposed to prevent the raising of the necessary funds next spring for its construction, and that we ought not now to listen to new schemes and doubtful projects, if we wish success to the improvement of our valley. / *Resolved*, That in the opinion of this meeting, (and we believe the sentiment pervades thoroughly our whole community,) the chief obstacles which have impeded the construction of the Lackawanna & Susquehanna Rail Road, being now, as we believe removed, the best interest of our valley require its energetic prosecution—and the President and managers of said Road are

earnestly recommended to adopt the most active measures to obtain the necessary subscriptions of stock, and carry out the provisions of their charter. / *Resolved*, That the citizens of Lackawanna valley are much indebted to Thomas Meredith, Esq. for his untiring exertions, and judicious plans for the improvement of the Valley, for twenty years past.” (*Carbondale Democrat*, February 19, 1847, p. 2)

The necessary funds for the construction of the Lackawanna & Susquehanna Railroad (from Lanesboro to the Lackawanna Valley), we learn from the above article, were to have been raised by the spring of 1848. We have not seen any reports that indicate that the necessary funds were raised.

Whatever the case, in the spring of 1853, it was announced that the directors of the Lackawanna and Susquehanna Rail Road Company have begun the survey and location of their road to Lanesboro, under the management of Robert Higham, Esq., "an engineer of unquestioned ability and long experience."

**“GOOD NEWS!** / We are happy to announce to the citizens of the Lackawanna Valley, that the Directors of the Lackawanna and Susquehanna Rail Road Company have commenced the survey and location of their road, under the management of Robert Higham, Esq., an engineer of unquestioned ability and long experience. From what we learn, we may expect our long looked for project to be speedily finished. / This Rail Road, running by locomotive power through the whole length of our Valley, will be a great public benefit, therefore we feel confident that this intelligence will be gratifying to the public generally.” (*Carbondale Transcript and Lackawanna Journal*, April 8, 1853, p.2)

That announcement in the April 8 1853 issue of the *Carbondale Transcript and Lackawanna Journal* that the survey and location of the Lackawanna and Susquehanna Rail Road Company's rail line to Lanesboro had begun is the last reference we have seen anywhere to the Lackawanna and Susquehanna Rail Road Company.

What happened to the Lackawanna & Susquehanna Rail Road? Why was their proposed line to Lanesboro never built? What happened? Was it because of insufficient capital? Was it because of inadequate managerial expertise? Was it because industrial or political pressure was brought to bear on the management of that company? We may never know.

I shouldn't wonder to learn, however, that the withdrawal of the Lackawanna & Susquehanna Rail Road company from the railroad building arena in northeastern Pennsylvania in 1853 was a consequence of the appearance in that arena of the Jefferson Railroad Company (principal office, Dunmore, PA), which was controlled and operated by the Erie Railroad Company through ownership of nearly all the capital stock, and which, on April 28, 1851, was authorized by the

Legislature to build a line from any point on the Delaware River in Pike County, by the best route through that county and Wayne County, and terminating in Susquehanna County at the New York state line.

Two railroads through Susquehanna County, with both connecting with the Erie Railroad at the New York state line were clearly not needed. To the directors of the Lackawanna & Susquehanna Rail Road company, it surely must have been very clear that if one of the two rail lines through Susquehanna County to the Lanesboro were to connect with the Erie, it would be the line constructed by the Jefferson Railroad Company, which was controlled and operated by the Erie. Little fish, big fish, same pond. Not surprisingly, the Lackawanna & Susquehanna Rail Road company withdrew from the game.

But then in 1856, a new player came onto the field, the Lackawanna and Lanesboro' Railroad, and this new player also projected building a rail line from the Lackawanna Valley, through Susquehanna County, to connect with the New York and Erie railroad at or near Lanesboro'.

From an announcement published in the March 28, 1856 issue of the *Carbondale Transcript, and Lackawanna Journal*, we learn that this new railroad, the Lackawanna and Lanesboro' Railroad, which was incorporated in the Commonwealth of Pennsylvania, was brought into existence in order to build and construct a railroad "connecting at any point in the Lackawanna valley, between the south-westerly line of certified Providence and the city of Carbondale, in Luzerne county, thence by the best and most favorable route, to connect with the New York and Erie railroad at or near Lanesboro' in Susquehanna county, and to connect with any railroad or other public improvement that now is or may hereafter be constructed at either end or any intermediate point in the line and route aforesaid, upon such terms as may be agreed upon, and with the right to build or construct branch roads not exceeding five miles in length in any instance." Here is that announcement:

**“AN ACT TO INCORPORATE THE LACKAWANNA AND LANESBORO’ RAILROAD COMPANY.** / Section I. Be it enacted, by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, and it is hereby enacted by the authority of the same, That George M. Hollenback, Lewis Jones, Peter J. Du Bois, Horatio S. Pierce, William H. Richmond, George L. Morss and Augustus C. Laning, of Luzerne county; James Mumford and C. P. Tallman, of Wayne county; H. F. Ward and Thomas Phinny, of Susquehanna county; Charles F. Wells, jr., and G. Mason, of Bradford County; Joel Jones, Charles Hmphreys, John Gibson, Price J. Patton, Abram Hart and Albert Gilmore, of the city of Philadelphia, or any seven of them be and they are hereby appointed to open books, receive subscriptions, and to organize a Company by the name and style of the Lackawanna and Lanesboro’ railroad company, with all the powers and subject to all the provisions of an act entitled ‘An Act regulating railroad companies,’ approved the nineteenth day of February, one

thousand eight hundred and forty-nine. . . Section III. That the said company shall have the right to build and construct the said railroad, connecting at any point in the Lackawanna valley, between the south-westerly line of certified Providence and the city of Carbondale, in Luzerne county, thence by the best and most favorable route, to connect with the New York and Erie railroad at or near Lanesboro' in Susquehanna county, and to connect with any railroad or other public improvement that now is or my hereafter be constructed at either end or any intermediate point in the line and route aforesaid, upon such terms as may be agreed upon, and with the right to build or construct branch roads not exceeding five miles in length in any instance. . . ” (*Carbondale Transcript, and Lackawanna Journal*, March 28, 1856, p. 2)

The act to incorporate the Lackawanna and Lanesboro' Railroad Company was approved by the Senate and House of Representatives of the Commonwealth of Pennsylvania, in General Assembly met, on the 22<sup>nd</sup> day of February, 1856.

Among the directors of the Lackawanna and Lanesboro' Railroad Company were several highly regarded, powerful, and influential persons from northeastern Pennsylvania, including George M. Hollenback, Horatio S. Pierce, George L. Morss, and Thomas Phinney.

Two months later, a survey of the Lackawanna and Lanesboro Railroad was well underway, under the direction of Mr. Trautwine, and the location of the proposed rail line from Providence to Carbondale was already determined, with the location of the remainder of the rail line to Lanesboro and the connection there with the New York and Lake Erie Railroad to be completed in June of that year, 1856. In the May 16, 1856 issue of the *Carbondale Transcript and Lackawanna Journal* we read:

**“LACK. AND LANESBORO’ RAILROAD.** –The survey of this Road is being rapidly made. The corps of Engineers under the efficient direction of Mr. Trautwine, have now been engaged some weeks, and have completed the location between Providence and this City. The grade is reported as being very light, with but little excavation or filling to be done. The Engineers are now working above us on the Lackawanna, and we understand hope to complete the survey to the connection at Lanesboro’ with the N. Y. & Erie, during the ensuing month. The Report of Mr. Trautwine may therefore be anticipated about the first of July. / We are led to believe from a knowledge of some of the gentlemen enlisted in this enterprise, their wealth and influence, and the importance of the work, that it will be prosecuted at once and with vigor.” (*Carbondale Transcript, and Lackawanna Journal*, May 16, 1856, p. 2)



The journalist who wrote the above announcement recognized, not surprisingly, that some of the gentlemen involved in this enterprise were men of "wealth and influence" who would prosecute "at once and with vigor" the work to be accomplished.

"We are led to believe from a knowledge of some of the gentlemen enlisted in this enterprise, their wealth and influence, and the importance of the work, that it will be prosecuted at once and with vigor."

On November 10, 1856, it was announced in a Philadelphia newspaper that the books for subscriptions to the capital stock of the Lackawanna and Lanesboro' Railroad would be opened in the City of Philadelphia at 116 South Front Street on December 3, 1856, and would remain open for three days. That announcement was reprinted in the *Carbondale Transcript*, and *Lackawanna Journal* on November 14, 1856, p.3, as follows:

**"LACKAWANNA & LANESBORO' RAILROAD COMPANY.** / Notice is hereby given that the Commissioners appointed by the act, entitled an 'Act to incorporate the Lackawanna and Lanesboro' Railroad Co.,' approved the 22<sup>nd</sup> day of Feb. 1856, to open Books, receive subscriptions to the capital stock and to organize a company, will open books for subscriptions to the stock, in the city of Philadelphia, at No. 116 South Front Street, on Wednesday the 3<sup>rd</sup> day of December next, and will continue open for three days. / Geo. M. Hollenback, John Gibson, A. Hart, Joel Jones, Price J. Patton, Alfred Gilmore, Lewis Jones, Horatio S. Pierce, G. F. Mason, Wm. H. Richmond, Augustus C. Laning, H. F. Ward, Thomas Phinney, Geo. L. Morss, James Mumford, C. P. Tallman, Chas. F. Wells, Jr., Peter J. Dubois, Commissioners. / Philadelphia, November 10, 15[8]56." (*Carbondale Transcript*, and *Lackawanna Journal*, November 14, 1856, p.3)

An announcement similar to one given above was also published in the *Carbondale Transcript*, and *Lackawanna Journal* on November 14, 1856. In the Carbondale generated announcement about the upcoming opening of the subscription books to the capital stock of the Lackawanna and Lanesboro' Railroad, it was noted (1) that there is every prospect that this road will be built, (2) that extensive preparations were then being made to open coal on the Gibson property and also on adjoining lands owned by the Carbondale Coal Company. This announcement concludes with the following forecast: "In two or three years from the present writing, the transportation of coal from this part of the Lackawanna valley will be more than doubled." Here is that announcement:

**"Lackawanna and Lanesboro' Railroad.**—The Commissioners appointed by the Act of Assembly incorporating this road, give notice that books for subscriptions to the capital stock, will be opened in the City of Philadelphia, on the 3d day of December next. There is every prospect that this road will be built. In this connection we are glad to be able to state, that

extensive preparations are being made for opening Coal on the Gibson property, some two miles below us,--and also by the Carbondale Coal Company, whose lands adjoin. In two or three years from the present writing, the transportation of coal from this part of the Lackawanna valley will be more than doubled.” (*Carbondale Transcript, and Lackawanna Journal*, November 14, 1856, p. 2)

On December 3<sup>rd</sup>, it was reported in the *Carbondale Transcript, and Lackawanna Journal* on December 5, \$300,000 was subscribed and the first installment of \$5 on each share paid in. "If a like sum, or anything approaching it, were subscribed on the succeeding days," a Carbondale journalist observed, "the speedy 'breaking ground' may be anticipated, and a *new era* in the line of improvements in Northern Pennsylvania, and Carbondale in particular, [will] be inaugurated." Here is the December 5 report from the *Carbondale Transcript, and Lackawanna Journal*:

**“LACKAWANNA AND LANESBORO’ RAILROAD.**—The books for subscription to the capital stock of this road were opened in Philadelphia, on Wednesday, 3d inst., and we understand that the sum of near \$300,000 was subscribed on that day, and the first installment of \$5 on each share paid in. By the terms of the notice given by the Commissioners the books were to remain open for three days—if a like sum, or anything approaching it, were subscribed on the succeeding days, the speedy 'breaking ground' may be anticipated, and a *new era* in the line of improvements in Northern Pennsylvania, and Carbondale in particular, be inaugurated.” (*Carbondale Transcript, and Lackawanna Journal*, December 5, 1856, p. 2)

In its December 19, 1856 issue, the *Carbondale Transcript, and Lackawanna Journal* warmly praised the managers of this rail line and perceptively identified the persons who would benefit especially by its construction:

**“LACKAWANNA AND LANESBORO’ RAILROAD.** / In our last we referred to the fact that Books for the subscription of stock to this road were opened in Philadelphia, on the 3d inst., and that a large amount of stock was then subscribed. The ultimate success of this enterprise depends very much upon the liberality of those living in close proximity to its route, and who are the men especially to be benefitted by its construction. To say nothing of the coal interests, there is no owner of lands from Hyde Park to Lanesboro’, who cannot afford to invest something from his means to forward the work, when it is clearly evident that his property is to be enhanced in value beyond what it will otherwise ever attain. The parties having charge of the Charter are possessed of enterprise and integrity, and will avail themselves of all the advantages that may be presented to forward the project to an early completion. . .” (*Carbondale Transcript, and Lackawanna Journal*, December 19, 1856, p. 2)

On Monday, January 12, 1857, in Philadelphia, the president and directors of the Lackawanna & Lanesboro' Railroad Company for 1857 were elected. Among them were several well heeled and very powerful men:

**“LACK. & LANESBORO’ RAILROAD CO.** / An election for President and Directors of this Company was held in Philadelphia on Monday, when the following officers were chosen for the ensuing year: / *President.*—John Gibson. / *Directors.*—George M. Hollenback, John M’Clure, Levi Dickson, G. F. Mason, Lewis Jones, William Silkman, D. N. Lathrope, H. S. Pierce, Wm. H. Richmond, Jas. Clarkson, F. A. Ward, James Mumford.” (*Carbondale Transcript, and Lackawanna Journal*, January 16, 1857, p.2)

Those election results in the January 16, 1857 issue of the *Carbondale Transcript, and Lackawanna Journal* constitute the last reference we have seen anywhere to the Lackawanna & Lanesboro' Railroad Company.

What happened to the Lackawanna & Lanesboro' Railroad Company? Why was their proposed line to Lanesboro never built? What happened? Was it because of insufficient capital? Was it because of inadequate managerial expertise? Was it because industrial or political pressure was brought to bear on the management of that company? We may never know.

I shouldn't wonder to learn, however, that the withdrawal of the Lackawanna & Lanesboro' Railroad company from the railroad building arena in northeastern Pennsylvania in 1857 was a consequence of the dominant presence in that arena of the Jefferson Railroad Company (principal office, Dunmore, PA), which was controlled and operated by the Erie Railroad Company through ownership of nearly all the capital stock, and which, on April 28, 1851, was authorized by the Legislature to build a line from any point on the Delaware River in Pike County, by the best route through that county and Wayne County, and terminating in Susquehanna County at the New York state line.

Two railroads through Susquehanna County, with both connecting with the Erie Railroad at the New York state line were clearly not needed. To the directors of the Lackawanna & Lanesboro' Railroad company, it surely must have been very clear that if one of the two rail lines through Susquehanna County to Lanesboro were to connect with the Erie, it would be the line constructed by the Jefferson Railroad Company, which was controlled and operated by the Erie. Little fish, big fish, same pond. Not surprisingly, the Lackawanna & Lanesboro' Railroad company withdrew from the game.

## The Jefferson Railroad Company

The railroad from Carbondale to Lanesboro, to be built by the Jefferson Railroad Company, was an integral component of the master plan of the Jefferson Railroad Company, which was operated by the Erie Railroad Company which, through ownership of nearly all the capital stock, controlled the company.

The Jefferson Rail Road Company, whose principal office was in Dunmore, PA, was incorporated by special act of the Legislature of Pennsylvania, on April 28, 1851, and organized on March 4, 1864.

The Jefferson Railroad Company elected permanent officers in 1864. The tellers of the election were Charles J. Petersen, William H. Dimmick, and Henry M. Seely. Among the officers elected were C. Dorflinger, C. F. Young, Thomas Cornell, and Thomas Dickson:

**“OUR RAILROAD.**—The stockholders of the Jefferson Railroad Company have organized their Company in pursuance with the requirements of their charter. They met on the 4<sup>th</sup> inst., in this Borough [Honesdale], and elected the following permanent officers:\* / President—S. E. Dimmick. / Directors—C. Dorflinger, C. F. Young, Z. H. Russel, John Torrey, E. W. Hamlin, M. L. Tracy, F. B. Penniman, E. Stanton, Wm H. Foster, F. M. Crane, Thos. Cornell and Thos. Dickson.—*Honesdale Herald.*” (*Carbondale Advance*, March 12, 1864, P. 2)

\*Samuel E. Dimmick, Zenas H. Russell, Coe F. Young, Ephraim W. Hamlin, Elias Stanton, Miles L. Tracy, Francis B. Penniman, Thomas Dickson, Thomas Cornell, Chretien Dorflinger, William H. Foster, John Torrey, Frederick M. Crane.

The Jefferson Railroad Company was authorized to construct, entirely within the State of Pennsylvania, a rail line "from any point on the Delaware River in Pike County, by the best route through that county and Wayne County, and terminating in Susquehanna County at the New York state line. The company was also authorized to construct detached branch lines. The owned mileage of the Jefferson Railroad, 45.015 miles, was all acquired by construction.

Here are the rail lines and branch lines that were ultimately constructed by the Jefferson Railroad Company:

West Hawley to East Honesdale, PA:	1867 to December, 1868	8.222 miles
Lanesboro to Carbondale	1869 to 1870	36.434 miles

Edgerton branch abandoned 1909-1910	prior to 1884	2.500 miles
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Erie Colliery branch	prior to 1884	.339 miles
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Source of the data given above on the Erie Railroad:

**THE ERIE SYSTEM** A STATEMENT OF VARIOUS FACTS RELATING TO THE ORGANIZATION AND CORPORATE HISTORY OF THE VARIOUS COMPANIES WHICH EITHER DIRECTLY OR INDIRECTLY ARE NOW OR HAVE HERETOFORE BEEN OWNED, LEASED, OPERATED OR CONTROLLED BY ERIE RAILROAD COMPANY AND ITS PREDECESSOR COMPANIES. (*Second Edition*, 1936. COMPILED 1911 AND REVISED 1936 BY GEORGE H. MINOR VICE PRESIDENT AND SECRETARY ERIE RAILROAD COMPANY)

Shown below are five Jefferson Rail Road stock certificates that were donated to the Carbondale D&H Transportation Museum by John V. Buberniak.

1. No. 235; 500 shares, June 6, 1870; donated by John V. Buberniak, July 24, 2011





Back of No. 235:



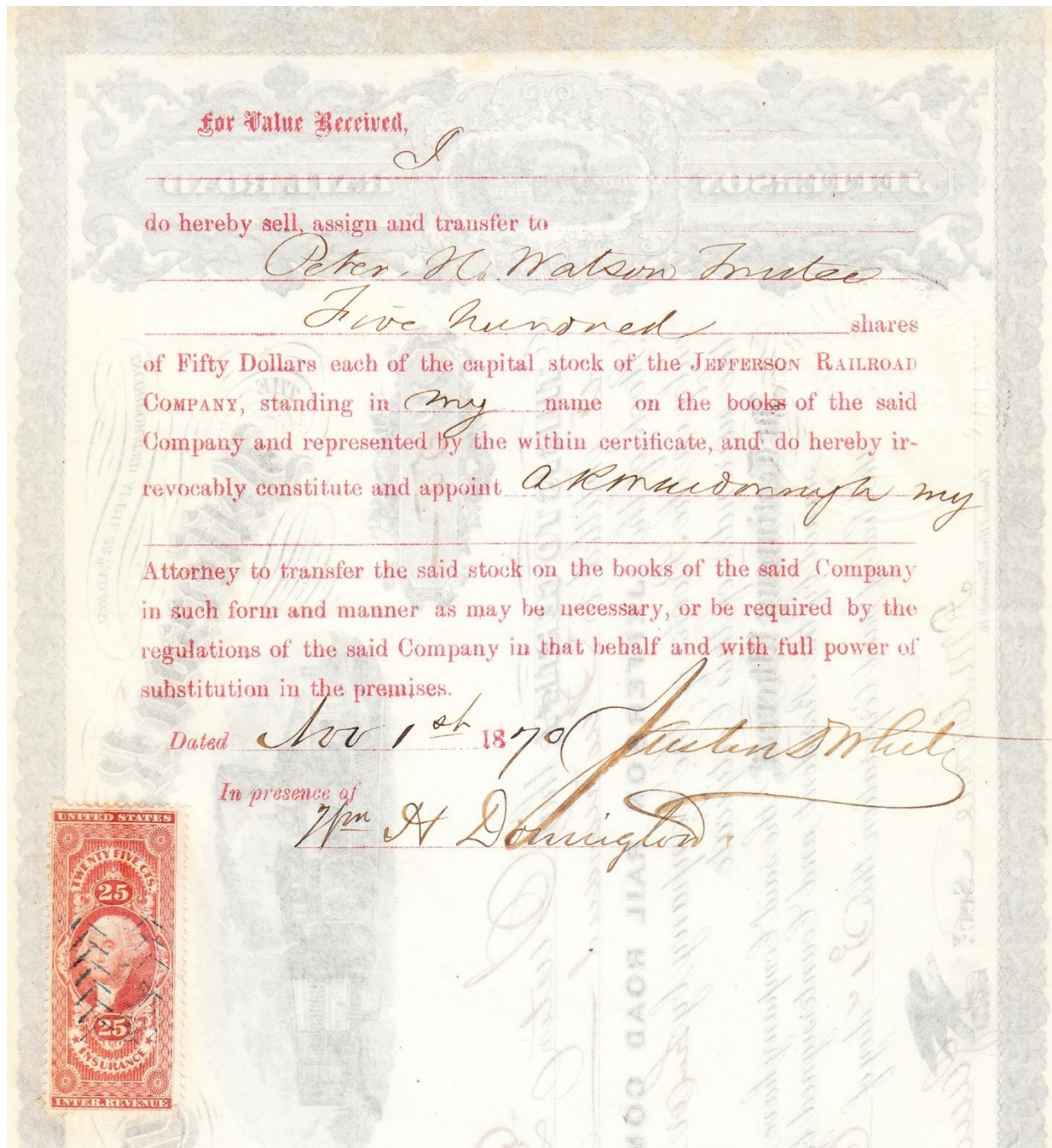


2. No. 55: 500 shares, October 31, 1870; donated by John V. Buberniak, July 24, 2011





Back of No. 55:

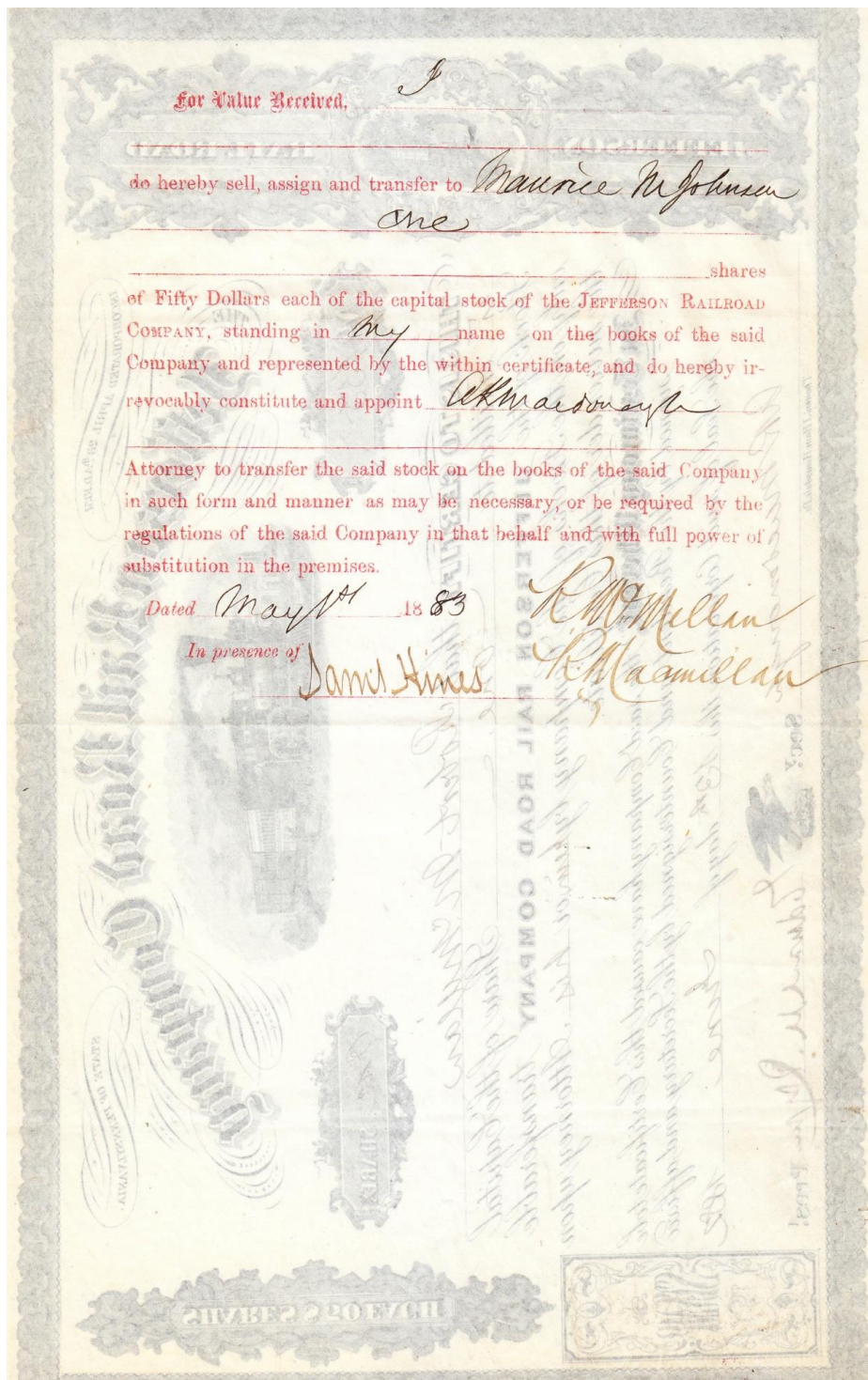


3. No. 155: June 13, 1882; donated by John V. Buberniak, July 24, 2011





Back of No. 155:



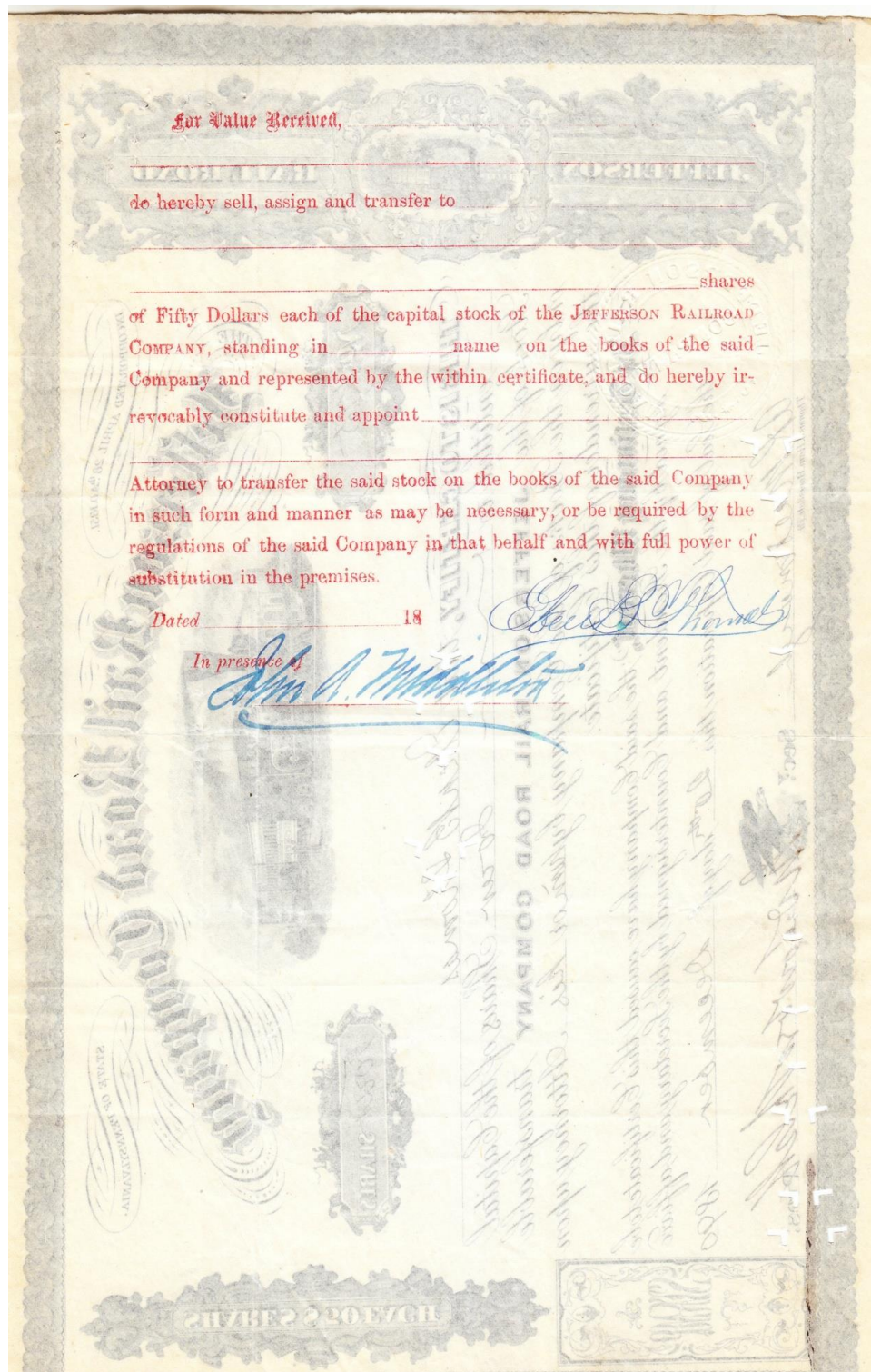
4. No. 175: December 20, 1890; donated 05-12-2011 by John V. Buberniak

The certificate is signed by A. R. MacDonough, Secretary, and John Lowber Welsh, President.





Back of No. 175:



5. No. 225: May 13, 1940; donated 05-12-2011 by John V. Buberniak





Back of No. 225:

**For Value Received,**

do hereby sell, assign and transfer to \_\_\_\_\_

\_\_\_\_\_ shares  
of Fifty Dollars each of the capital stock of the JEFFERSON RAILROAD  
COMPANY, standing in \_\_\_\_\_ name, on the books of the said  
Company and represented by the within certificate, and do hereby ir-  
revocably constitute and appoint \_\_\_\_\_  
Attorney to transfer the said stock on the books of the said Company  
in such form and manner as may be necessary, or be required by the  
regulations of the said Company in that behalf and with full power of  
substitution in the premises.

Dated \_\_\_\_\_ 18 \_\_\_\_\_

In presence of \_\_\_\_\_  
*Teresa M. Cawley*

JEFFERSON RAIL ROAD COMPANY

May 1960

STATE OF MISSISSIPPI

SHIRLEY S. GOSCH

The rail line from Carbondale to Lanesboro, then, was part of that Jefferson Railroad Company/Erie master plan, as were the rail lines between (1) the Delaware River at Lackawaxen and Hawley, and (2) Hawley and East Honesdale.

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## **The Rail Line between the Delaware River at Lackawaxen Station and Hawley**

An important component of this proposed rail line through Pike, Wayne, Lackawanna, and Susquehanna Counties was the rail line between the Delaware River at Lackawaxen Station and Hawley. Permission to build that rail line was granted by the Pennsylvania legislature to the Pennsylvania Coal Company in 1860.

The first mention of this proposed rail line that we have seen in the public press is in the November 9, 1861 issue of the *Carbondale Advance* (p. 21), wherein we read:

**“Railroad Extension.** / We learn from several sources that the Pennsylvania Coal Co. have it in contemplation to extend their Railroad from its intersection with the Delaware & Hudson Canal at Hawley, Wayne Co., to the New York & Erie Railroad at Lackawaxen. The Road if thus extended for the 20 miles down the Lackawaxen River, would doubtless be a Locomotive Road, and afford facilities for passenger travel. This would be a great accommodation to the citizens of that county. It would probably also revive the effort to get an extension of the improvement to Honesdale.” (*Carbondale Advance*, November 9, 1861, p. 2)

In that same issue of the *Carbondale Advance*, there is a second article about the proposed rail line from Lackawaxen Station to Hawley; also talk about a rail line from Hawley to Honesdale and about how such a rail line might be accomplished. Here is that article:

“The New York and Erie Railroad Company has nearly ceased to exist. A new Company, to be known as the Erie Railway Company, has been organized and will soon take possession of the road. The price at which the new Company acquire the property is so low as to furnish a guaranty for permanent and successful operation. / The Pennsylvania Coal Company has made proposals to the Erie Railway Company for the transportation of coal from Hawley to New York, and the intermediate places. If these proposals shall be accepted, and this is not doubted, a railroad will be speedily constructed from Hawley to intersect the Erie at the mouth of the Lackawaxen. Upon the completion of that enterprise, Hawley will be the point at which travel from Honesdale will take the cars. This will be a decided improvement, but not all that is desired. / The continuation of the railroad from Hawley to Honesdale will be next in order. How shall that



be accomplished? By the consolidation of the Delaware and Hudson Canal Company with the Pennsylvania Coal Company. If no other way is an end likely to be reached of the great suit between these corporations. The interests of the stockholders in both would be promoted by such a union. It was originally contemplated, and must be accomplished sooner or later. The only serious hindrance, outside of the dispositions of the managers of the two concerns, consists in the difference between the market value of the respective stocks. That is not insuperable. / Of course we do not know what schemes are in the heads of the managers of the two companies. But we are confident a consolidation, such as we have pointed at, would be greatly beneficial to this region of country, and would conduce to the welfare of the stockholders.—*Honesdale Dem.*” (*Carbondale Advance*, November 9, 1861, p. 2)

When it became generally known that there was talk of the construction of the Jefferson Railroad through Wayne County to Susquehanna, the support from the Honesdale papers was positive:

**"The Jefferson Railroad.** / Honesdale papers speak hopefully in regard to the construction of the Jefferson Railroad through Wayne. If completed from Lackawaxen [sic] to Susquehanna, it would considerably shorten the distance to New York for passengers from the West *via* New York & Erie R. R. It would avoid the great curvature to the North of the present route.” (*Carbondale Advance*, April 4, 1863, p. 2).

The line from the Delaware River to Hawley was built in 1862-1863. In December 1863, the line was completed, and immediately leased to the Erie Railroad.

On October 31, 1863, the first locomotive on the new road from Lackawaxen to Hawley reached Hawley; on November 9, 1863, the first passenger car reached Hawley. Regular passenger service on the Erie between Hawley and Lackawaxen was expected to begin around January 1, 1864:

“The first locomotive on the new road to Hawley, reached that place Oct. 31<sup>st</sup>, the first passenger car Nov. 9<sup>th</sup>; the first car of coal left Hawley on Friday; the first train of coal cars left on Monday. The cars hold about 12 tons each. We understand it is the intention of the company to run regular passenger trains about the 1<sup>st</sup> of January to connect with the Erie Railway.—*Honesdale Democrat.*” (*Carbondale Advance*, December 19, 1863, p. 2)

With the Erie Railroad now in place from Lackawaxen to Hawley, it is important to remember, there was no longer any need for the Pennsylvania Coal Company to use the D&H Canal.

## The Rail Line between West Hawley and East Honesdale

There was good community support for the construction of this rail line between West Hawley and Honesdale (as there was on the rail line between Lackawaxen and Hawley), as is made clear in the article given below from the August 18, 1866 issue of the *Carbondale Advance*:

**“JEFFERSON RAILROAD.**—The prospects for a railroad into and through Wayne county are better now than they have been for a long time past. For the first time since the matter has been under consideration, the Erie Railway Company have made the Jefferson Company a definite offer, and it only remains now for the small balance on subscriptions to the stock of the company to be raised, to insure the speedy commencement of the work. Let every man in the community put his shoulder to the wheel, and lift according to his ability, and we shall soon hear the locomotive whistling through our hills and valleys.—*Wayne County Herald*.” (*Carbondale Advance*, August 18, 1866, p. 2)

In *Mathews*, we read the following about the community support for this rail line as follows:

"About 1864, the Jefferson Company raised capital and issued bonds for building along the line which they had originally contemplated from Honesdale to Hawley, thus making, with the road built by the Pennsylvania Coal Company, a continuous line from Honesdale to Lackawaxen, and placing the former town in direct connection with the Erie. Members of the Delaware and Hudson Canal Company, in individual capacity, took much of the stock. Among the people of Honesdale most prominently identified with the project at this period and later, were Judge C. P. Eldred, Samuel E. Dimmick and Zenas H. Russell. It was not until May 6, 1867, that actual work was begun on the line, but it was then pushed forward with rapidity, and on June 23, 1868, the first locomotive run over the line and steamed proudly into the quiet town, where the first locomotive in America made its trial trip, thirty-nine years before. On July 10<sup>th</sup>, following, the first passenger train ran into Honesdale. On July 13<sup>th</sup> passenger trains (mixed with freight) began running, and have since continued uninterruptedly, affording the people of Honesdale and the dwellers throughout the valley of the Lackawaxen excellent facilities for travel, and a close connection with the Erie to and from New York and other points. / The road upon completion was leased to and has since been operated by the Erie Company. E. B. Hardenburg has been for a long period the efficient conductor upon the Honesdale Branch. / No attempt has ever been made to connect by an independent line over the Moosic range, the two railroads built under the charter of the Jefferson Company, and it is probable that none will ever be made, for the Delaware and Hudson Canal Company's Gravity Railroad is a sufficient connecting link." (*Wayne, Pike, Monroe*, p. 256)

One hundred and seventy men were employed in the building of the rail line between West Hawley and East Honesdale:

**"The Jefferson Railroad.** / The work is progressing on this railroad between Honesdale and Hawley. A force of 170 men are employed upon it." (*Carbondale Advance*, Saturday, July 27, 1867, p. 3)

The ties for this line from Hawley to Honesdale were purchased locally. The rails were made by the Scranton Iron Works and shipped to Honesdale over the Gravity Railroad. A track for the shipment of these ties and rails was built from the end of the Gravity Railroad in downtown Honesdale to East Honesdale/Tracyville. There, a turntable and a passenger/freight depot were built.

About this rail line from Hawley to Honesdale, we read the following interesting material in Leslie's *Canal Town*. . . (pp. 110-111): ". . . the directors [of the Jefferson Rail Road Company] concluded a contract with Ginty, Jones and Manning of Canada for building the railway [Honesdale to Hawley] . . . / . . . The thousands of ties needed were apparently purchased locally; and the rails, made by the Scranton Iron Works, were sent to Honesdale via the Gravity. A turntable had to be built at the Honesdale terminus, and a depot was erected on the west bank of the Lackawaxen at Tracyville in Texas Township. In order to avoid transshipment of the rails when they arrived from Scranton, a temporary track was built from the Gravity to the depot."

The rail line between West Hawley and East Honesdale, PA was built in the period 1867 to December, 1868. It was 8.222 mile long. The line was built by Ginty, Jones and Manning, of Canada. The road (from Hawley to Honesdale), upon completion, was leased to the Erie.

About this lease, we read the following in **THE ERIE SYSTEM A STATEMENT OF VARIOUS FACTS RELATING TO THE ORGANIZATION AND CORPORATE HISTORY OF THE VARIOUS COMPANIES WHICH EITHER DIRECTLY OR INDIRECTLY ARE NOW OR HAVE HERETOFORE BEEN OWNED, LEASED, OPERATED OR CONTROLLED BY ERIE RAILROAD COMPANY AND ITS PREDECESSOR COMPANIES.** (*Second Edition*, 1936. COMPILED 1911 AND REVISED 1936 BY GEORGE H. MINOR VICE PRESIDENT AND SECRETARY ERIE RAILROAD COMPANY):

"Lease [from Jefferson Railroad Company] for the term of lessor's corporate existence and any extensions thereof, dated January 1, 1869, to Erie Railway Company, covers the line from Hawley, Pa., to Honesdale, Pa., then constructed, subject to a mortgage dated July 1, 1867, for \$204,000, and a second mortgage, dated January 1, 1869, for \$96,000. . . "

On June 23, 1868, the first locomotive ran over the line from Hawley to East Honesdale/Tracyville. On July 10, 1869, the first passenger train ran into East Honesdale/Tracyville from Hawley.

The officers and directors of the Jefferson Railroad in January 15, 1870, as announced in the *Carbondale Advance* of January 15, 1870, are as follows:

S. E. Dimmock, President; F. M. Crane, Secretary; Z. H. Russell, Treasurer; Directors: C. F. Young, Thomas Dickson, Z. H. Russell, C. P. Waller, F. M. Crane, H. M. Seely, E. F. Torrey, C. Dorflinger, C. S. Minor, Jay Gould, James Fisk, Jr., and A. S. Diven; Incorporators: Earl Wheeler, Charles S. Minor, Francis B. Penniman, and Benjamin B. Smith. (*Carbondale Advance*, January 15, 1870)

Among that extraordinary group of men were C. F. Young and Thomas Dickson, both important D&H officials.

An interesting description of mid-nineteenth century railroad officials and other celebrities in New York City is presented in William Harlan Hale's biography of Horace Greeley, titled *Horace Greeley Voice of the People*. Two of the celebrities named by Hale in his description of luminaries in New York City society at the time, Jay Gould and James Fisk, Jr., were directors of the Jefferson Railroad:

"...[in NYC, 1859 and after] Carriages stood until late at night in front of the Union League Club nearby [near the Fifth Avenue Hotel on Madison Square], the headquarters of young Republicans. There the members spoke with awe of the newest celebrities who had arisen in New York's midst—Pierpont Morgan, not yet thirty, who had made a wartime fortune in gold speculation and munitions sales; Jay Gould, small, foxlike and furtive, already feared as one of the most ruthless of market operators; and Jim Fisk, the fat, flamboyant ex-peddler from Vermont, who had made killings out of war contracts and cotton deals across the lines. / On any bright Sunday, such new faces—the dour Morgan, the diamond-studded Jim Fisk, and their friends and retainers—could be seen taking the air up Fifth Avenue, riding past the new mansions into the freshly landscaped Central Park at the margin of the city. . . .": (p. 295)

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## **East Honesdale to Honesdale**

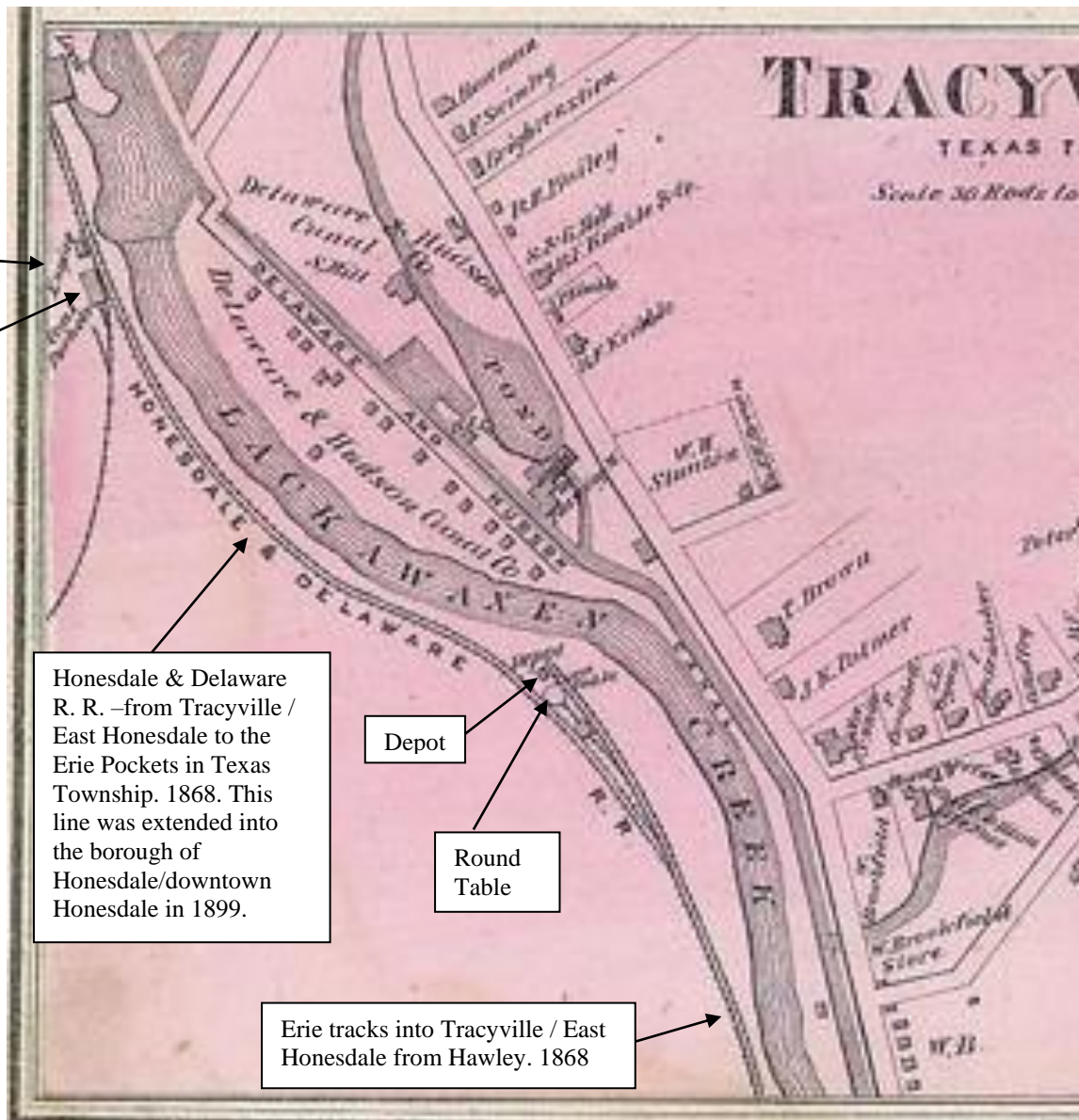
In 1868/1869 then, Erie rails were extended to East Honesdale/Tracyville.

We must now focus on the movement of coal, passengers, and freight between East Honesdale/Tracyville and Honesdale.

## Coal Cars: Tracyville to Erie Chutes in Texas Township, beginning in 1868/1869

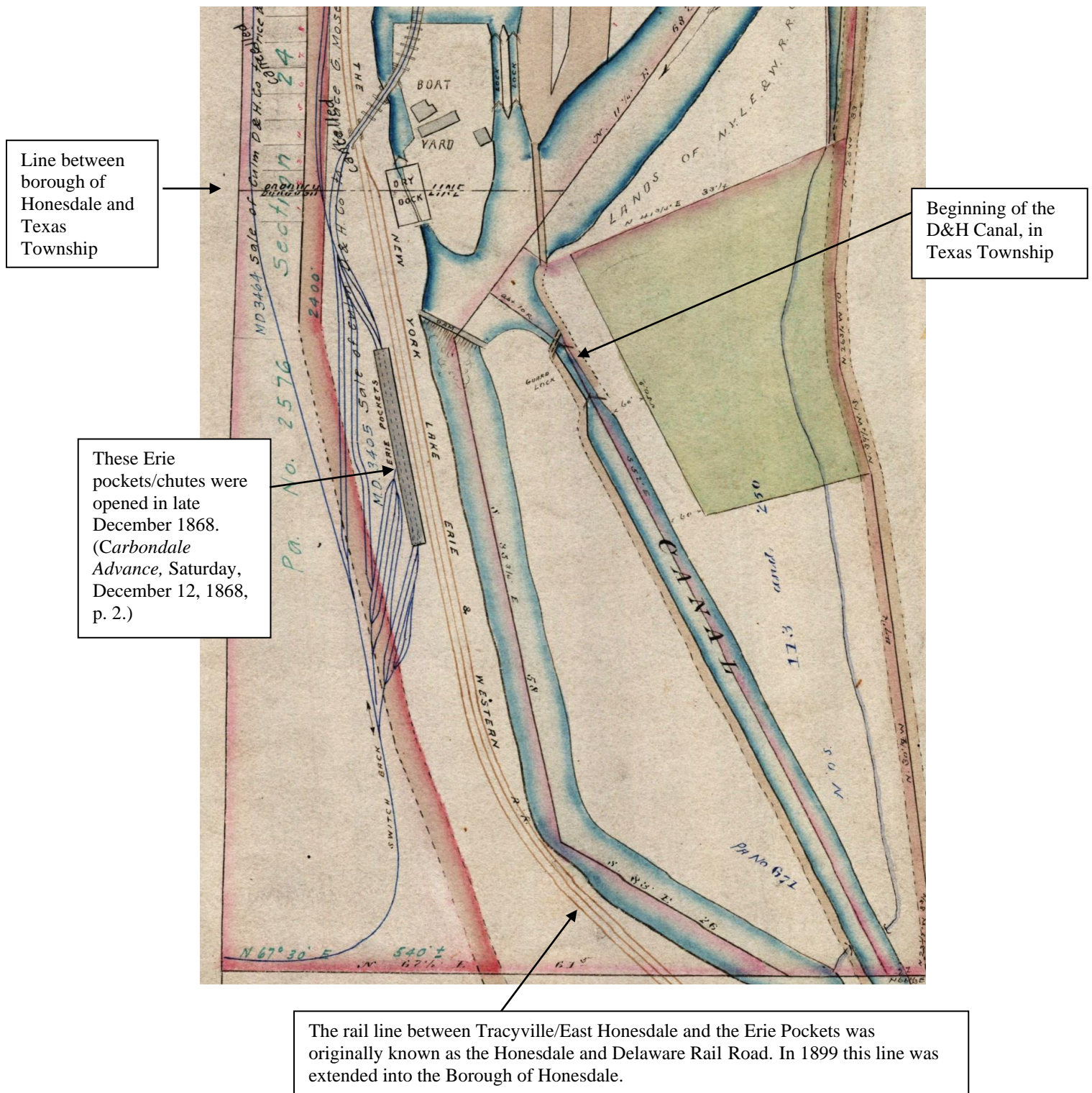
Erie coal cars traveling from the East came as far as Tracyville/East Honesdale on the Erie and were then moved onto the Honesdale & Delaware Rail Road for movement to the Erie coal pockets in Texas Township.

The Honesdale & Delaware Rail Road line is shown on the map below of Tracyville (Texas Township), 1872, from *F. W. Beers Wayne County Map*:





Here is another look at the Erie Pockets in Texas Township. This map view is a detail from the 1895 Gravity Railroad map volume:



With the completion of the Jefferson Railroad/Erie rail line from West Hawley to East Honesdale in 1868 (July 13), and the extension of that line (the Honesdale and Delaware Railroad) from East Honesdale/Tracyville to the Erie coal pockets in the same year, it is not at all surprising that in 1868 the D&H entered into a contract with the Erie Railroad to transport D&H coal to the Hudson River (Weehawken, NJ) during the winter when the D&H Canal was frozen.

That winter, in fact, during the final days of January 1869, the first 45 coal cars, containing 12 tons each of D&H coal, left Honesdale, via the Erie, on their way to market. An announcement to that effect was published in the *Carbondale Advance* of January 23, 1869:

**"RAILROAD EXTENSION.**--The extension of the Jefferson Railroad is a fixed fact. The first train 45 cars, containing 12 tons each, left Honesdale yesterday. This improvement will be of immense value to the Del. & Hud. Canal Company, enabling them to compete with their great rivals in the shipment of coal during the winter months, from which they have been heretofore de-barred. The coal pockets are all not in as yet, nor the tracks all laid, but a few days will remedy this. It was just three months, lacking one day, from the time the first ground was broken until cars passed over a well made road.--*Honesdale Citizen*." (*Carbondale Advance*, Saturday, January 23, 1869, p. 3)

Beginning in late January 1869, then, the D&H had access to a rail line from Honesdale to market its anthracite in eastern markets, year round. D&H shipments of coal via the Erie from Honesdale continued until February 7, 1871. That date we know from the following notice that was published in the *Honesdale Herald* and reprinted in the *Carbondale Advance* of February 11, 1871:

"The Delaware & Hudson Canal Company stopped shipping coal from this point by Erie Railway, on Tuesday last, the 7<sup>th</sup> inst. Only about 2,500 tons remain on our docks; a supply which from present appearances is likely to be pretty well exhausted by local consumption, before mining operations are resumed. Notwithstanding the advance in prices elsewhere, and the prospective scarcity here, coal is still selling Honesdale at old rates.--*Honesdale Herald*." (*Carbondale Advance*, February 11, 1871, p. 3)

Beginning, then, in late January 1869, when the D&H began to ship coal by rail via the Erie from Honesdale, the days of the D&H Canal were numbered. (An additional nail in the coffin of the D&H Canal would be placed therein on October 28, 1870, when the first D&H coal shipment was made from Carbondale to Lanesboro on the Jefferson Branch of the Erie, as we will demonstrate below.)

### **Passenger Service: Tracyville to the Borough of Honesdale:**

East Honesdale/Tracyville was the end of the line on the Erie for passengers traveling West from 1868 to 1900.

In *Centennial and Illustrated Wayne County* (Honesdale, 1900, p. 141) we read: "For more than thirty years [1868 to 1900] passengers came to and went out of Honesdale on the Erie railroad, yet not until Monday, Oct. 1, 1900, did they actually ride out of and into the town on the cars. For a third of a century people were obliged to walk or ride a distance of a mile from town to board the Erie cars and although they purchased tickets from the various points to Honesdale they were a mile from the town when they stepped from the cars."

From Leslie's *Canal Town*. . . (pp. 110-111), we learn that one of the options available for passengers between Honesdale and East Honesdale was the Whitney omnibus:

"Since the depot was below the borough, passengers either had to walk to and from the beginning of the railway or ride on the Whitney omnibus for a fee of twenty-five cents. The depot at Tracyville, later known as East Honesdale, was to remain in use until 1918 after which all freight business was done at the Delaware and Hudson office in Honesdale. Passenger service had begun to go all the way into Honesdale some years before. Only one depot was placed between Hawley and the end of the line at Traceyville, and that was at White Mills to serve the Dorflinger glass factory." (Leslie, *Canal Town*. . . , pp. 110-111)

An upgrade in passenger service on this line from East Honesdale/Tracyville was made in June 1899 when the Erie tracks at East Honesdale/Tracyville were extended into the borough of Honesdale and joined there to the D&H tracks and through passenger service, D&H to Erie / Erie to D&H, was inaugurated.

D&H president Robert M. Olyphant and Vice President Young were the first to ride over the joined section of the two roads. At that time, they announced that a Union Station at Honesdale would be built immediately. The following announcement was published in *The New York Times* of June 30, 1899:

**"NEWS OF THE RAILROADS. / ROADS MAKE AN AGREEMENT. / *Erie and Delaware and Hudson form a Coal Traffic Agreement.* / HONESDALE, Penn., June 29.**—The Erie and the Delaware and Hudson Companies have reached a working agreement. The Delaware and Hudson will begin immediately to build a road over the Moosic Mountains from Waymart to Carbondale. The Erie and the Delaware and Hudson were joined at Honesdale this week [emphasis added], and to-day President Olyphant and Vice President Young came from New York via the Erie, and were the first to ride over the joined section of the two roads. / They announced that a union station for the two companies will be built in Honesdale immediately, and that the Delaware and Hudson coal will be run to tidewater via the Erie Road. / The road between Honesdale and Waymart will be straightened and Shepherd's Crook will be displaced by a switchback. The grade from Carbondale to Farview is about fifty feet to the mile. Vice President Young could give no information as to the future of the abandoned Delaware and



Hudson Canal. He stated that it had passed entirely out of the hands of the company, and so far as he knew nothing would be done with it.” (*The New York Times*, June 30, 1899)

Here is a photograph of Robert M. Olyphant, who served as president of the D&H from 1884-1903, and who came to Honesdale to ride on the rail line between East Honesdale/Tracyville and Honesdale when the line opened in June 1899:



Here is a summary statement of what took place in 1899 in Honesdale/Tracyville:

- the D&H tracks and the Erie tracks were joined, in downtown Honesdale
- a new passenger depot was erected on the site of the former coal office in Honesdale
- the existing D&H depot at Honesdale was converted into a freight house
- a new Union Depot was built in downtown Honesdale (see photo below)
- the Erie depot in Tracyville/East Honesdale was abandoned/no longer used

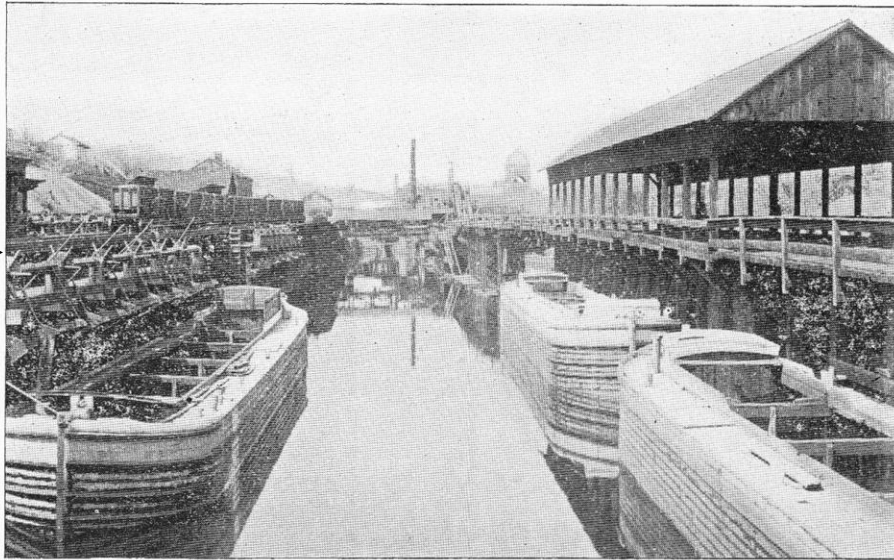
Here is the public announcement of those important facts that was published in the *Carbondale Leader* of October 7, 1899. In several instances, emphasis has been added by the present author to this announcement:

**“THROUGH TRAINS TO NEW YORK. / That Is What the Proposed New Union Depot at Honesdale Means—Progress Made, so Far.** / Vice president H. C. Young, superintendent C. R. Manville, chief engineer McMartin and assistant superintendent McMullen of the Delaware and Hudson were in Honesdale yesterday on a tour of inspection. The filling of the canal basin is being pushed forward. A steam shovel is to be put at work in the culm bank opposite the station and a dirt train will move the culm into the basin. The location of the retail coal pockets and freight depot has not been settled. / The coal office there which is occupied by William Muir and H. J. Conger will be torn down. It is expected that the new passenger depot will be erected nearly on the site of the coal office. / The officials gave out today that the Erie were coming to the new station. This will mean through trains from Carbondale to New York. / Heretofore the Erie company’s passengers have been landed in Texas township, half a mile away. The present Delaware and Hudson depot at Honesdale will be converted into a freight house. / This was the first published official announcement that the Erie and Delaware & Hudson companies have come to an agreement as to their business in Honesdale, and the importance of it will be appreciated by the people of the community. The new arrangement will be a great convenience and a saving of time and money to the patrons of the Erie road. It probably means the abandonment of the Texas depot. / The change may tend to increase the passenger traffic of the Erie & Wyoming road, but that is problematical and dependent on the time that can be made on the improved Honesdale branch of the Delaware & Hudson road, which is expected will be in full operation by January 1<sup>st</sup>, 1900. / It has been the ambition of the Erie for many years to get into Honesdale proper, but the Delaware & Hudson held the key to the situation and until now chose to keep the Erie out.” (*Carbondale Leader*, October 7, 1899, p. 6)

“Before” (the D&H/Erie tracks into downtown Honesdale) and “after” views of the Canal basin in Honesdale are given on the following two pages.

D&H Canal and Yard 1900, *Centennial and Illustrated Wayne County*. Benjamin F. Haines, Publisher, Honesdale, PA. 1900, p. 140:

North View of  
the D&H  
Canal Basin,  
up to 1899



North View of Canal Basin.

Following the  
closing of the  
Canal in 1899  
the Canal basin  
became the  
D&H Yard at  
Honesdale.

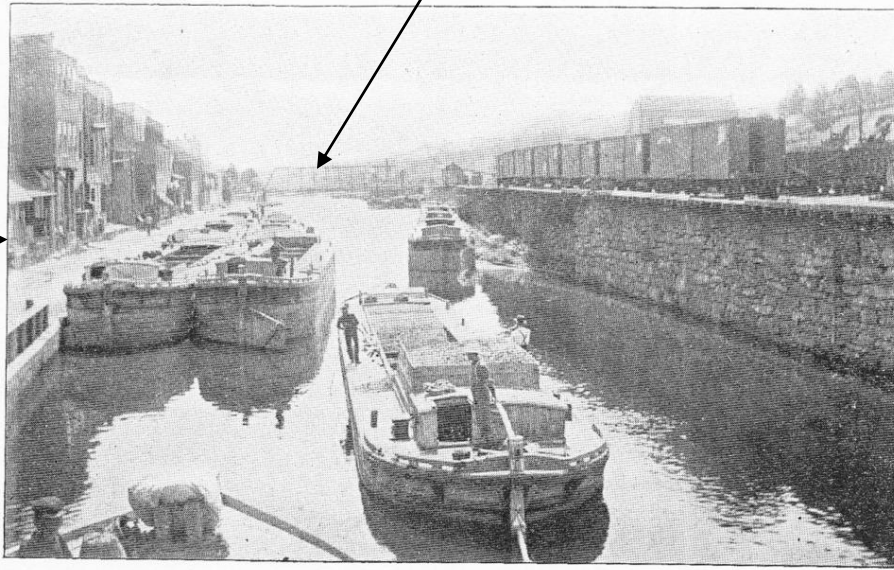


North View Delaware & Hudson Yard.

Union  
Station,  
Honesdale

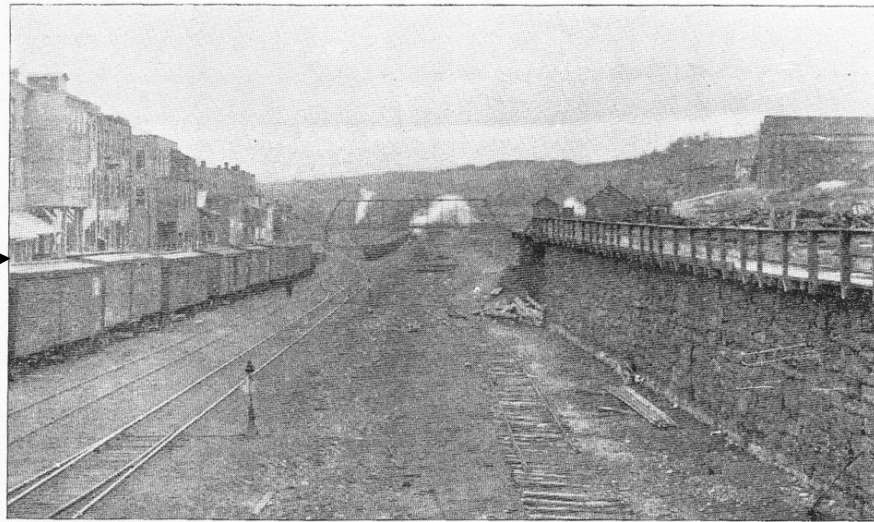
The Basin Bridge

South View of  
the D&H  
Canal Basin,  
up to 1899



South View of Canal Basin.

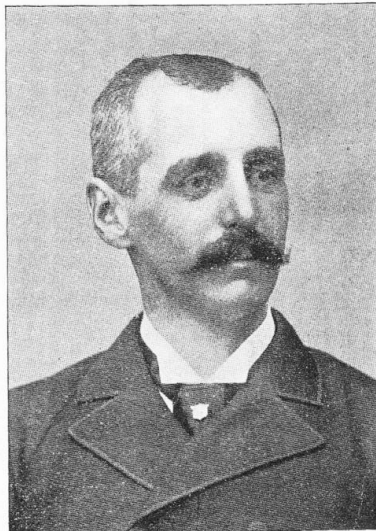
Following the  
closing of the  
Canal in 1899  
the Canal basin  
became the  
D&H Yard at  
Honesdale.



South View Delaware & Hudson Yard.

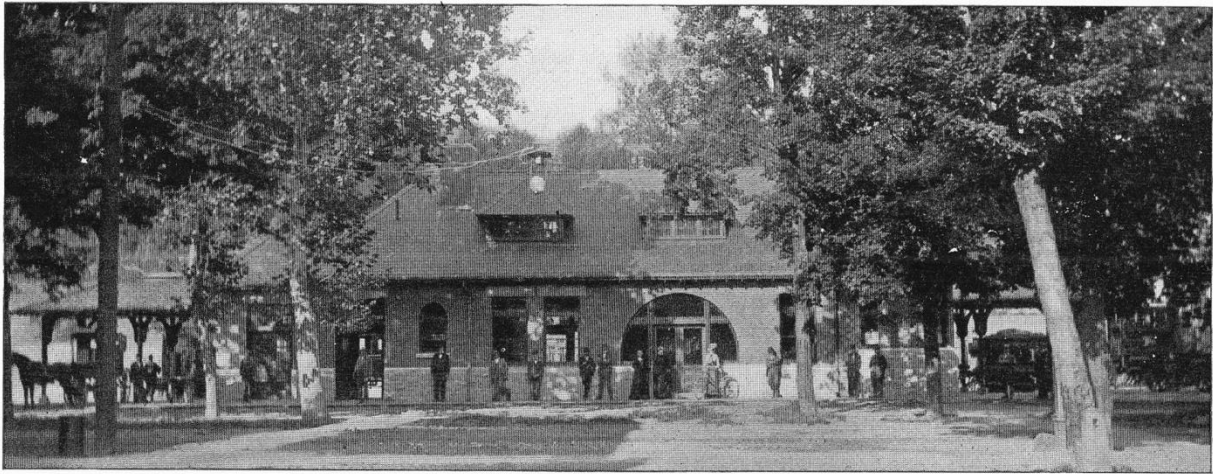
George W. Penwarden was named yardmaster and engine dispatcher for the D & H at Honesdale on February 1, 1900. Here are the biographical portrait and photograph of G. W. Penwarden that are given on page 140 of *Centennial and Illustrated Wayne County*:

GEORGE W. PENWARDEN has been yardmaster and engine dispatcher for the Delaware & Hudson company at Honesdale since Feb. 1<sup>st</sup>, 1900. He is a careful, painstaking and trustworthy official. He was born at No. 16, Prompton, May 25, 1852, and began railroading at the early age of thirteen years as footman at Gravity plane, No. 16. He was a section hand for three years and then served as brakeman on gravity freight and coal trains. In 1880 he was promoted to conductor on a coal train and for fifteen years he ran a train from Waymart to Honesdale. In April, 1895, he became trainman on the Honesdale passenger and a year later was advanced to the head of the train. September 1<sup>st</sup>, 1899, he was placed in charge of one of the construction trains and when the work of changing from a gravity to a locomotive road was completed he was made yardmaster at Honesdale. On June 18, 1873, Mr. Penwarden and Louise, daughter of Samuel and Mary (Buckland) Jenkins, of Prompton, were united in marriage and three children have been born to them, namely, G. Willard, Mary Isabel and Harry Garfield. Mr. Penwarden is president and treasurer of the board of deacons of the Honesdale Presbyterian church and for about ten years he has been of the trustees of Freedom Lodge, I. O. O. F. His parents were Walter and Martha J. (Jones) Penwarden and he has one sister living, Jennie M., wife of L. D. Wolf, of Carbondale. Two brothers and two sisters are deceased: Walter, killed by the cars, Eddie C., Melissa and Emma. Mrs. Penwarden's grandfather, Benjamin Jenkins, Sr., was the first settler in Prompton. He purchased a tract of land there in 1813, cleared a spot and placed his anvil on the stump of a tree. He and his sons manufactured scythes and axes during a great many years."



G. W. Penwarden.

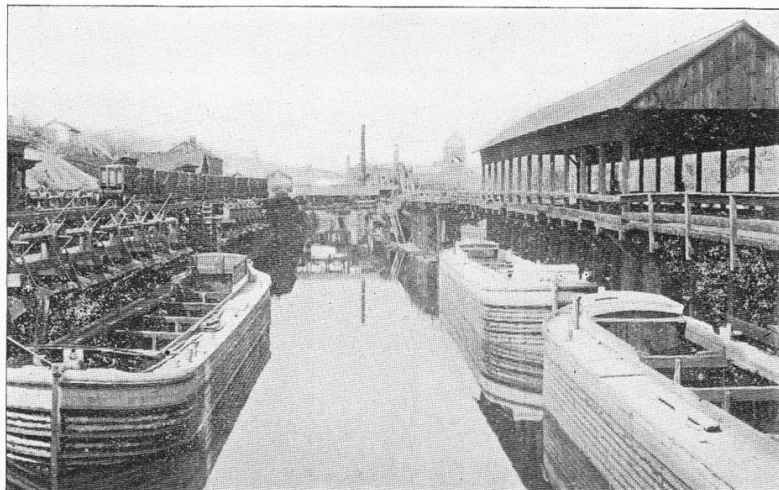
D&H Union Station and First Erie Trains 1900, *Centennial and Illustrated Wayne County*. Benjamin F. Haines, Publisher, Honesdale, PA. 1900, p. 141:



### **The D&H and Erie Union Passenger Station at Honesdale:**

In 1899, the D&H Canal basin in Honesdale was filled in. At the north end of the Canal Basin, opposite Ninth Street, the Union Station was built. Two views (given on the following page) in *Centennial and Illustrated Wayne County* (p. 140) make it very clear where the new station was erected.

During Canal Days:



North View of Canal Basin.



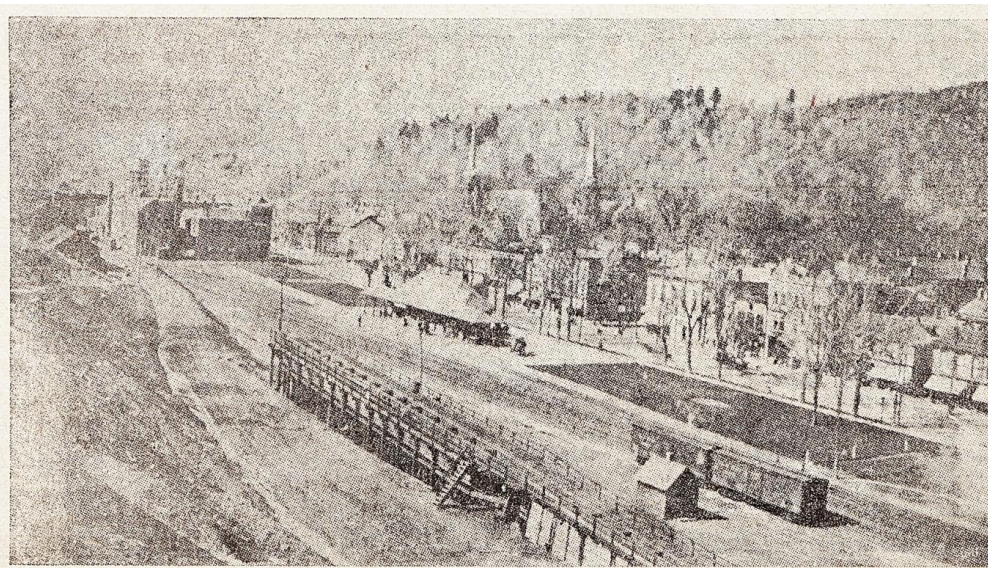
Following the closing of the Canal:



The D. & H.  
and Erie  
Union  
Station at  
Honesdale,  
PA.

North View Delaware & Hudson Yard.

*Union Depot, Honesdale*; photo published on page 2 of the September 5, 1968 issue of (?) the *Wayne Independent*.



**UNION RAILROAD DEPOT, MAIN STREET, HONESDALE** — Note the wide open spaces north and south of the depot. North of the railroad station now is Steve's Diner and the Wayne Commercial Building, occupied by Pratt's Store, the Commercial School, George Stanton, typewriters and supplies, and Dr. Lyman Spencer, dentist. South, we now have the Honesdale Post Office. The station, itself an attractive stone structure, was razed and replaced by the Richfield Gas Station, now operated by Tiel Brothers.

Here is the caption on the above photo:

"UNION RAILROAD DEPOT, MAIN STREET, HONESDALE—Note the wide open spaces north and south of the depot. North of the railroad station now is Steve's Diner and the Wayne Commercial Building, occupied by Pratt's Store, the Commercial School, George Stanton, typewriters and supplies, and Dr. Lyman Spencer, dentist. South, we now have the Honesdale Post Office. The station, itself an attractive stone structure, was razed and replaced by the Richfield Gas Station, now operated by Tiel Brothers."

On the building itself, we read the following in *Centennial and Illustrated Wayne County* (p.140-141): "THE DELAWARE & HUDSON station at Honesdale is one of the prettiest buildings of its kind in this section of the country. It is centrally located on Main street, facing Ninth street. It is 25 x 60 feet and 20 feet from floor to peak, with arcades extending 25 feet from each end of the building. There is one large waiting room with a circular ticket office at the center of the west side and on the south end are two baggage rooms. The building is of brick with white stone foundation and trimmings; it has a slate roof and is finished in George pine on the interior. It is lighted by electricity and is warmed in winter by two furnaces in the basement. C. J. Dibble is the station agent and he is a popular official. Charles Chapman is ticket clerk; Simeon Rose, baggage-master; Fred. Schiessler, cashier in the freight department; Galen Perry, warehouse man; Daniel Peil, watchman and janitor. / The ground for the new station was surveyed Oct. 26, 1899, and a week later H. G. Young, second vice president; C. R. Manville, division superintendent, and James MacMartin, chief engineer, were in Honesdale and announced that the new building would be erected at once. At that time Mr. Young also announced that the Erie passenger trains would run up to this station as soon as the details could be arranged. On Nov. 20, 1899, Conrad Schroeder and his men began work on the foundation."

In this post card view, we are looking down Main Street, the former Canal basin to the right.





"Main Street & R. R. Depot. Honesdale, Pa." Post card in the collection of the Carbondale Historical Society.

The D&H station agent at Honesdale's Union Station was Charles J. Dibble. About Charles J. Dibble we read the following in *Centennial and Illustrated Wayne County*, p. 141:

"Charles J. Dibble, D. & H. station agent, is a son of Akin and Emmalinda (Tyler) Dibble, of East Windsor, N. Y. He learned telegraphy at home by evening study and on Aug. 1st, 1888, he was appointed section agent on the D. & H. at Dickson City, Pa. On Sept. 27, of the same year, he was transferred to Minooka, Pa., and remained there until he came to Honesdale on April 13, 1899. Mr. Dibble is an efficient official and has won many friends since he came to Honesdale. He is connected with the Tyler family through his mother who is a daughter of Elliott Tyler, late of Damascus." (p. 141)

The Erie station agent at Honesdale's Union Station was Charles Henry Norris. About him, we read the following in *Centennial and Illustrated Wayne County*, p. 141:

"CHARLES HENRY NORRIS has been Erie station agent at Honesdale since 1892 and has filled the position faithfully and efficiently. He was born at Deckertown, N. J., March 7, 1862. After learning the trade of locksmith and bellhanger, he spent two years in the west, returned in 1881 and began railroading two year later. He lost an arm in making a coupling at Deposit, N. Y. On his recovery he learned telegraphy and in 1886 was appointed station agent at Glen Eyre where he remained until he was promoted to the Honesdale office. In June, 1891, he was united in marriage with Fannie daughter of Alfred and Catherine Thurston, of Brooklyn, N. Y. Both are members of the Baptist denomination."

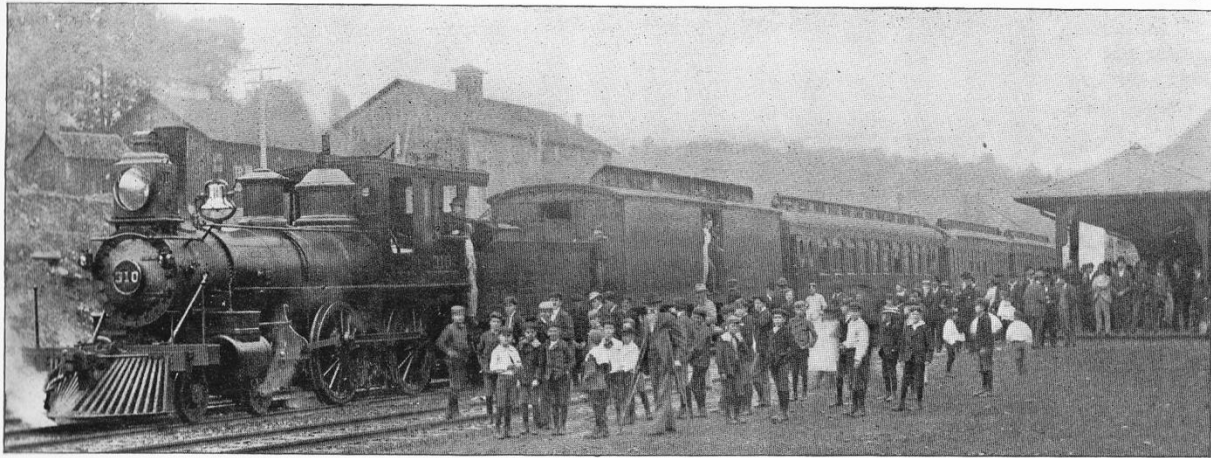
*Centennial and Illustrated Wayne County*, p. 141:



First Erie Train Arriving at Delaware & Hudson Station.

The first Erie train, No. 456, arrived in Honesdale from Hawley at 10:57 A.M. on October 1, 1900. In *C and IWC*, p. 141, we read: "The first Erie train arrived in town at 10:57 a. m. It was greeted by the Maple City Band and a large number of people. It was in charge of J. G. Hornbeck, conductor; N. B. J. Allwood, engineer; William Donlon, fireman; John Kenny, baggagemaster, and John Jackson trainman. In the picture, Mr. Allwood sits in his cab window and Conductor Hornbeck stands between the engine and tender. Mr. Allwood has been engaged at railroading about forty-seven years. He is also a well known raftsman on the Delaware. Conductor Hornbeck began railroading in 1871 and two years later was promoted to conductor on the Erie. For a year and a half he ran a coal train on the Honesdale branch."

“First Erie Train Leaving Delaware & Hudson Station”, *C and IWC*, p. 141:



First Erie Train Leaving Delaware & Hudson Station.

The first Erie train, No. 310, departed from Honesdale at 8:20 A.M. on October 1, 1900. In *C and IWC*, p. 141, we read: "At 8:20, a.m., on the date before mentioned [October 1, 1900] the regular Erie passenger train's locomotive with its coaches steamed out from the D. & H station. A large assemblage of people gathered to witness the new departure which is sure to become a great benefit to our town. The train was in charge of G. W. Knapp, conductor; Benjamin Gardner, engineer, sketches of both of whom appear on page 96; Peter May, fireman; Charles Gray, express messenger; William Cunniff, baggagemaster; Jerry Lenahan, trainman and Charles Hilton, conductor of the Pullman coach. The occasion was celebrated by a banquet at the Allen House in the evening, Benjamin Gardner, the veteran engineer being the guest of honor. Col. Coe Durland was toast-master and addresses were delivered by W. H. Dimmick, Homer Greene, F. P. Kimble, and M. J. Hanlan. Freeman's orchestra furnished music."

The conductor on this train was G. W. Knapp (p. 96):

"GEORGE W. KNAPP was born in Damascus township in 1856 and at the age of four years moved with his grandparents to Salem and ten years later went to Hawley to live with his parents. On April 25, 1874, he entered the employ of the Erie railroad company and has not missed a pay since that date. He was switchman in the Hawley yard for two years, brakeman on the Hawley branch three years, flagman four years, being promoted to conductor on December 3d, 1883. He ran as an extra passenger conductor about eight years and on Nov. 16, 1896, he was

given the Honesdale passenger train, succeeding Senator Hardenbergh. He is identified with the Honesdale M. E. church, being a member of its official board, and also a member of the Order of Railroad Conductors and Wangum lodge of Odd Fellows at Hawley. / Conductor Knapp possesses a genial disposition, a sunny nature and makes friends wherever he goes."



The engineer on this train was Benjamin Gardner (p. 96):

"BENJAMIN GARDNER was born at Factoryville, Pa., in August, 1836, and began railroading on the D., L. & W. in 1856. Four years later he was given an engine. He enlisted in Company I, 132 P. V., Aug. 15, 1862, and was appointed sergeant. The regiment arrived at South Mountain, just as the enemy retreated and participated in the pursuit on Sept. 13. Three days later they sustained a severe shelling, on the 17<sup>th</sup> held their position under a severe fire for four hours in which 30 were killed, 144 wounded and eight missing. December 13 the 132<sup>nd</sup>, with 340 men, stormed St. Mary's Heights and lost 150. At the battle of Chancellorsville 50 more brave men were left on the field. Mr. Gardner was promoted to first lieutenant, Jan. 14, 1863, and mustered out with his regiment, May 24<sup>th</sup>, following. He came to Honesdale, Sept. 20, 1871, and has hauled passengers on the Honesdale branch of the Erie ever since."



Benjamin Gardner

Shown below is a post card that was published by the Wayne County Historical Society. There are, be it known, errors in the caption, as given below, on this published card (see notes below and on the following page).



The photo was badly cropped when the post card was produced. In the original, see p. 53, a portion of Union Station can be seen. Here we see only a corner of the roof.

"First Erie Railroad Train in Honesdale. Locomotive No. 310." Post card produced and published by the Wayne County Historical Society, Honesdale, PA



There are two errors in the caption:

1. The caption suggests that this train is arriving at Honesdale. Not true. The train is leaving Honesdale. At the head of the train is engine No. 310 (see p. 53).
2. No. 310 was not the first Erie train to arrive at Honesdale. The first Erie train to arrive in Honesdale from Hawley was No. 456 (see page 52). It arrived at 10:57 A.M. on October 1, 1900. The first Erie train to depart from Honesdale was No. 310. It did so at 8:20 A.M. on October 1, 1900.



A corner of  
the roof of  
the Union  
Station

"First Erie Railroad Train in Honesdale. Locomotive No. 310." Post card produced by the Wayne County Historical Society, Honesdale, PA

What do we see in this photo? We see Engine No. 310 at the head of the first train departing from the Honesdale Union Station. The year is 1900 (8:20 A.M. on October 1).

### **Freight Service from East Honesdale/Tracyville**

Honesdale freight business on the Erie was conducted at the East Honesdale depot from 1868 to 1919, after which all freight business was done at the D&H office in Honesdale.

And so, three important components of the Erie line from the Delaware River to Susquehanna County were completed by 1868: the line from Lackawaxen /the Delaware River to Hawley, the line from Hawley to East Honesdale, and the line from East Honesdale into Honesdale.

The Erie did not need to construct a line from Honesdale to Carbondale. Trackage rights were established with the D&H over that section of the Erie line. In *Mathews* (p. 256) we read:

“No attempt has ever been made to connect, by an independent line over the Moosic range, the two railroads built under the charter of the Jefferson Company, and it is probable that none ever will be made, for the Delaware and Hudson Canal Company’s Gravity Railroad, from Honesdale to Carbondale, is a sufficient connecting link.”

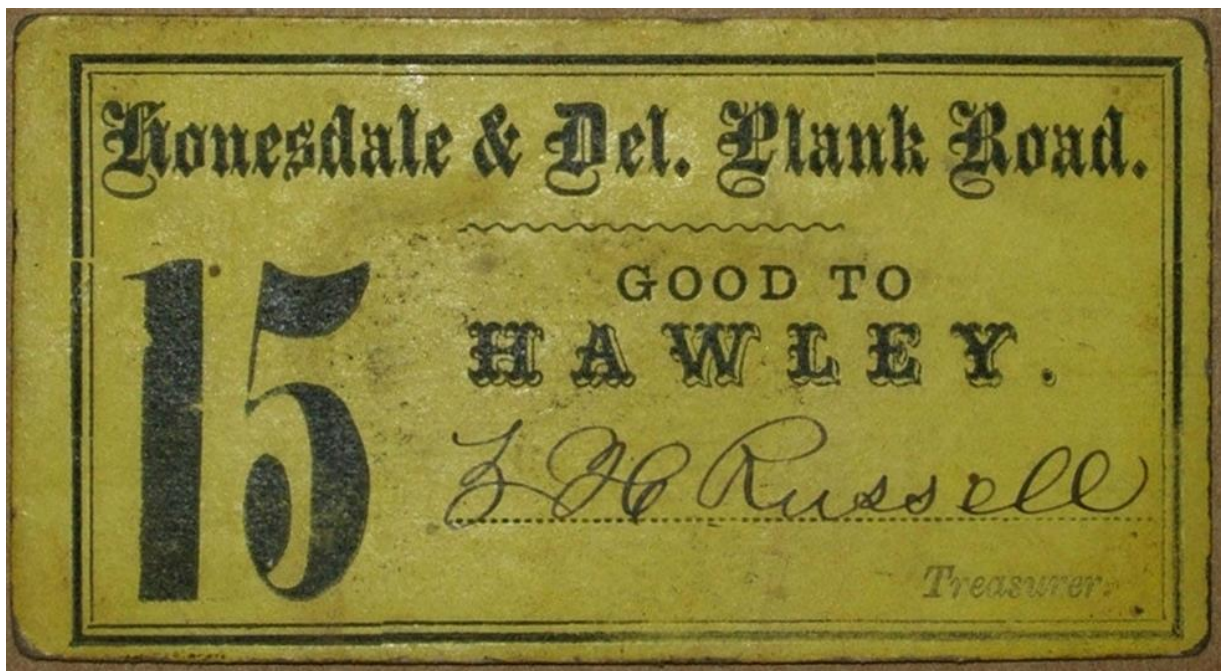
### **The Rail Line between Lackawaxen and Honesdale in the Twenty-First Century:**

Over the years after the closing of the Erie line into Honesdale from the east, various individuals and organizations have operated the line between Lackawaxen and Honesdale as an excursion line.

In 2015, on May 9, National Train Day, the first run (round trips, weekends only) of the Delaware, Lackawaxen & Stourbridge line between Honesdale and Hawley took place. The excursion was "powered by ex-Bangor & Aroostook BL2 #54 in international orange, gray, and black, with new full color heralds on its sides. Passengers rode ex-CNJ commuter cars painted for PRR, and PRR and C&O (yellow) caboose." (*BLHS Bulletin*, September 2015, p. 30, "Media in Review" by Steve Wagner). Runs to Lackawaxen are planned for later on.

Before the rail line between Honesdale and the Delaware River/Lackawaxen, one traveled between those two locations via the Honesdale & Delaware Plank Road. Special thanks to John V. Buberniak for bringing to our attention the two Honesdale & Del. Plank Road passes shown below that were sold on E-Bay in February 2016. To date, no background data has been uncovered about the Honesdale & Del.[aware] Plank Road.

Honesdale & Del. Plank Road. Two tickets, "Good to Hawley," signed by Z. H. Russell.



What do we know about Zenas H. Russell?



1. In 1828 he was a taxable resident of Honesdale. Here is the list of taxable residents for 1828: Alanson Blood, Jacob B. Bidwell, James L. Blackington, John Capron, Isaac P., Foster, Leonard Graves, Thomas T. Hayes, Edward Mills, Hiram Plum, John F. Roe, **Zenas Russell** [emphasis added], Russell Spencer, Timothy N. Vail, Russell Whitney

2. He was a commissioner of the Luzerne and Wayne County Railroad, which was incorporated in 1846 for the purpose of connecting the mines in the vicinity of Scranton with the D&H Canal by means of a railroad from the Lackawanna to the Lackawaxen. Other commissioners of that railroad were Richard Lancaster, Russell F. Lord, and T. H. R. Tracy.

3. He was a D&H a director and permanent officer of the Jefferson Railroad Company. In the March 12, 1864 issue of the *Carbondale Advance* we read:

**“OUR RAILROAD.**—The stockholders of the Jefferson Railroad Company have organized their Company in pursuance with the requirements of their charter. They met on the 4<sup>th</sup> inst., in this Borough [Honesdale], and elected the following permanent officers: / President—S. E. Dimmick. / Directors—C. Dorflinger, C. F. Young, **Z. H. Russel**, John Torrey, E. W. Hamlin, M. L. Tracy, F. B. Penniman, E. Stanton, Wm H. Foster, F. M. Crane, Thos. Cornell and Thos. Dickson.—*Honesdale Herald*.” (*Carbondale Advance*, March 12, 1864, P. 2)

[Samuel E. Dimmick, Zenas H. Russell, Coe F. Young, Ephraim W. Hamlin, Elias Stanton, Miles L. Tracy, Francis B. Penniman, Thomas Dickson, Thomas Cornell, Christian Dorflinger, William H. Foster, John Torrey, Frederick M. Crane. The tellers of the election were Charles J. Petersen, William H. Dimmick, and Henry M. Seely]

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## **Rail Line from Carbondale to Lanesboro**

We will now take a closer look at the rail line that the Jefferson Rail Road Company constructed between Carbondale and Lanesboro.

By the 1860s, the D&H realized that railroads were the future and that the D&H Canal had perhaps outlived its usefulness. The rail line built by the Jefferson Rail Road Company from West Hawley to East Honesdale as well as the rail line between the Lackawaxen and Hawley (built by the PCC and leased to the Erie) underlined that fact. But the Jefferson Rail Road Company was still not finished. A rail line "from any point on the Delaware River in Pike County, by the best route through that county and Wayne County, and terminating in Susquehanna County at the New York state line" had not yet been completed.

On March 18, 1863, a supplement to the original 1851 Jefferson Railroad charter was passed which gave the Jefferson Company the right to build a “branch” from the Moosic summit in Susquehanna County to Carbondale.

Such a rail line would make it possible for the D&H to market anthracite coal (a) to the west (Buffalo and the Great Lakes basin) over the Erie Railroad and its connections, and (b) at Albany and the regions north and east of that city. Before the opening of the Jefferson Branch on October 28, 1870, the only way for the D&H to get coal to markets on the Erie (before July 13, 1868, when the Erie was extended into Honesdale from Hawley) was to send it by the D&H Canal to Lackawaxen and transfer it there (unloading and loading was expensive) into Erie cars (the Erie was extended from Lackawaxen to Hawley in 1863).

The leaders of the D&H at the time were George Talbot Olyphant (president) and Thomas Dickson.

Under the leadership of George Talbot Olyphant (vice president under John Wurts, Olyphant was elected D&H president on March 15, 1858, served until 1869; his vice president was Robert Soutter) from the spring of 1855 on, the D&H embarked aggressively on a program not only to acquire thousands of additional acres of coal-bearing lands in the Lackawanna and Wyoming valleys but also to identify and develop additional markets for D&H coal.

In 1863, the managers of the D&H met with the Erie to explore the possibility of the D&H's marketing anthracite via the Erie Railroad via a rail connection (at Lanesboro Junction) between the D&H and the Erie at Lanesboro, PA. The talks went well, and in 1864 the D&H (with Olyphant as president and with Thomas Dickson as D&H General Superintendent) met with the Jefferson Rail Road Company (which was operated and controlled by the Erie Railroad Company, through its ownership of nearly all the capital stock, from its principal office in Dunmore, PA) to consider their constructing for the D&H a rail line from Carbondale to Lanesboro Junction.

The D&H, under Olyphant's direction, met with the Erie (*Lowenthal*, p. 233) "to ascertain if a favorable arrangement can be made for the transportation of our coal to the west [westward from Susquehanna], in the event of the construction of a connecting road between our works and the road of that Company." (The original intent of the Jefferson branch was to transport D&H coal to the west over the Erie and its connections. In reality, the Jefferson Branch served chiefly to carry coal destined more for the Albany market and the region north and east of that city.)

On February 16, 1864, the D&H directors approved a subscription not to exceed \$100,000 in the stock of the Jefferson Railroad (originally chartered in 1851), which would construct a line from Carbondale to join the Erie main line at or near Lanesboro.

"Adjusting the line" of the proposed railroad to Lanesboro was begun at once. In the May 28, 1864 issue of the *Carbondale Advance*, we read:

“We learn that C. P. WURTS, Esq., of this city, at the head of a corps of Engineers, is now engaged in adjusting the line of the Jefferson Railroad.” (*Carbondale Advance*, May 28, 1864, p. 2)

Two months later, July 1864, C. P. Wurts, Chief Engineer, and a corps of assistants were "locating the proposed railroad to Lanesboro." In the July 23, 1864 issue of the *Carbondale Advance*, we read:

"C. P. WURTS, Esq., Chief Engineer, with a corps of assistants, is now engaged in locating the proposed Railroad up the Lackawanna." (*Carbondale Advance*, July 23, 1864, p. 2)

The proposed rail line to Lanesboro was supported in the press, not only as a benefit to the companies concerned but also to the community of Carbondale. In the *Carbondale Advance* of November 25, 1865, we read:

**“THE OUTLET NORTH.**—A railroad from this northern extremity of the Lackawanna Coal field to intersect the N. Y. & Erie at Susquehanna Depot, and form a connection with the Albany and Susquehanna R. R., by a branch extending directly up the Susquehanna valley from Lanesboro, has been long talked of, and had justly been considered feasible and important. There are many indications that this great desideratum can now be looked for. There are assurances from those who are presumed to be well informed, that the work will surely be entered upon next season. It is a work that will not only benefit the companies concerned, but the community very largely.” (*Carbondale Advance*, November 25, 1865, p. 2)

Support of the proposed line to Lanesboro was also strong in the state of New York, with enthusiastic support published in the *New York World*.

**“THE NEW RAILROAD.**—We think it may be safely stated that there is no longer any uncertainty in regard to the building of a Railroad from this place North, to connect at some point with the Albany & Susquehanna Railroad. There may yet be some doubt whether it will be via Lanesboro and Nineveh, or Hancock and Walton, and thence to Sidney Plains or Oneonta. / We quote the following remarks of the *New York World* in reference to this projected railroad: / We have received the engineer’s report of the projected new railroad to connect the Albany and Susquehanna Railroad at Sidney Plains with the Erie Railroad at Hancock, the distance between the two places being forty one miles, the projected road laying entirely in Delaware Co. An examination of the map which accompanies the report and the statements embodied in it, shows that the new road, if built, will secure all the advantages proposed to be obtained by the so called Midland Railway, viz: the most direct route from Oswego via Syracuse, Norwich, in Chenango county, to New York, without the enormous outlay of capital required to construct the Midland

road across and *through* the wall like ridges of the Alleghanies, interspersed between the valley of the Susquehanna and the Hudson. This road, according to the statement of the engineer, is located along the only practicable pass through these ridges, following the valley of the Cadonia Creek from Hancock to the west branch of the Delaware, along the West Walton and Carr's Creeks to the Susquehanna, at the mouth of the Unadilla river, where it connects with the Albany and Susquehanna Railway. An examination of the map shows, from the direction of the valleys, that this is the point that must be reached by any road from Syracuse, Rome or Utica, seeking the most direct route to New York. This Delaware and Susquehanna Road, if finished, will obviate all necessity for the construction of the Midland road from the Susquehanna valley to the Hudson. It also secures the most direct route for the transportation of coal from the Lackawanna valley to the Albany and Susquehanna Railway and to that populous portion of the State lying between it and the Erie Canal. / Since the publication of this report, the Delaware and Hudson Canal Company have decided to build a coal road from Carbondale up the Lackawanna valley, and to connect it with this road at Hancock. It offers to furnish, upon fair terms, an amount of tonnage of coal transportation that will yield a large income from this source alone. The Erie Company propose, when the road is made ready for the rolling stock, to equip and operate it upon liberal terms;--two sources of income that greatly facilitate pecuniary arrangements for the speedy completion of the work." (*Carbondale Advance*, March 10, 1866, p. 2)

The immense economic consequences of the proposed rail line to Lanesboro were widely recognized, and noted in an article that was published in the *Albany Evening Post* in March 1866. From that article, we learn that

1. The D&H had contracted with the Directors of the Albany & Susquehanna Railroad to transport to Albany 500,000 tons of coal per year as soon as the road was completed, which would require that the line be double tracked very soon after completion;
2. The D&H would construct an immense coal depot (one of the largest in New York) at Albany, the intention of the D&H being to make Albany a second Rondout in the way of anthracite coal movements.
3. Albany would become an important center for the shipment of coal : ". . . it is the intention of those interested, to make Albany a second Rondout in the way of anthracite coal movements. Such a depot in this city will give constant employment to 200 horses and carts, and at least a thousand workmen. All those canal boats which now go to Rondout for coal will stop at Albany. Schenectady, Troy, West Troy, Waterford, and various villages will also come to Albany for the fuel which they now send to Ulster county for."
4. With a D&H presence in Albany, the city of Albany "will enter upon a new era in the history of her prosperity": "This change in the coal trade of the State, cannot fail to be of the first importance to Albany, creating a demand for land, labor and capital, which will be in the highest

degree beneficial to the laborers, mechanics, merchants and shop keepers of the city. / Albany is about to enter upon a new era in the history of her prosperity.—During the next ten years our increase in wealth and population will exceed the increase of the past twenty years. ‘It is written. [emphasis added]’”.

Here is the complete text of that remarkable article in the *Albany Evening Post*, as reported in the *Carbondale Advance* of March 24, 1866:

"We find many items floating upon the surface of our exchanges, in regard to the construction of a Railroad from our Coal Field, to the North. They all indicate that it is the purpose of the Del. & Hud. C. Co. to build the road at once. Instance the following: / A few days since certain gentlemen connected with the Delaware & Hudson Canal Company, contracted with the Directors of the Albany and Susquehanna Railroad to bring to Albany as soon as the road is opened to Binghamton 500,000 tons of coal per year. This is an immense contract, and will give the road an amount of freight, that will soon force them to put down a double track the whole length of the road. / To carry out the designs of the Coal Company, an immense coal depot is to be erected at this city, one of the largest in the State, for it is the intention of those interested, to make Albany a second Rondout in the way of anthracite coal movements. Such a depot in this city will give constant employment to 200 horses and carts, and at least a thousand workmen. All those canal boats which now go to Rondout for coal will stop at Albany. Schenectady, Troy, West Troy, Waterford, and various villages will also come to Albany for the fuel which they now send to Ulster county for. This change in the coal trade of the State, cannot fail to be of the first importance to Albany, creating a demand for land, labor and capital, which will be in the highest degree beneficial to the laborers, mechanics, merchants and shop keepers of the city. / Albany is about to enter upon a new era in the history of her prosperity.—During the next ten years our increase in wealth and population will exceed the increase of the past twenty years. ‘It is written.’--*Albany Eve. Post.*" (*Carbondale Advance*, Saturday, March 24, 1866, p. 2)

With all the necessary legislation in place by mid-April 1866 to construct the rail line to Lanesboro, "we can now look forward to a certain and early building of the road," reported the *Carbondale Advance* of April 14, 1866.

The positive consequences of the building of such a rail line were immediately recognized by the editors of the *Carbondale Advance* as of great importance to the City of Carbondale:

"The advantage to our town and the surrounding country of a broad gauge locomotive road directly to the North will be very great. It will give business of all kinds an impulse, and spread benefits on all sides of us and throughout our entire community. / When accomplished we see no reason why Carbondale should not be one of the best points for business in our thriving valley as well as one of the most desirable for a place of residence. [emphasis added]"



Here is the complete text of that enlightened and enthusiastic article in the April 14, 1866 issue of the *Carbondale Advance*:

**“The New Railroad.** / We are happy to be able to announce that the Legislation the Del. & Hud. Canal Co. desired before commencing work upon the new Railroad extension from our Valley, North, has been fully obtained. / Hence, we can now look forward to a certain and early building of the road. We have no doubt that the broad gauge will be adopted as necessary to a convenient and proper connection with the Albany & Susquehanna and other New York roads. The advantage to our town and the surrounding country of a broad gauge locomotive road directly to the North will be very great. It will give business of all kinds an impulse, and spread benefits on all sides of us and throughout our entire community. / When accomplished we see no reason why Carbondale should not be one of the best points for business in our thriving valley as well as one of the most desirable for a place of residence. / Work upon the road we hope and trust will be commenced early this season, and if prosecuted with the energy which generally marks the management of the Del. & Hud. C. Co. cars will be running thro’ upon it in less than two years. / In this connection it may be proper to state that the probability of the selection of the Hancock route seems to lessen.—It is reported to be less feasible than the Lanesboro route, and requires the construction of a longer link of road to make a connection with the Albany & Susquehanna Railroad.” (*Carbondale Advance*, April 14, 1866, p. 2)

From *Mathews* (p.256), we learn that the right of way for the rail line from Carbondale to Lanesboro was secured by Charles S. Minor, Esquire:

"In 1851 a number of the citizens of Honesdale, being desirous of obtaining a railroad communication with the outer world, secured a charter for building what was with a purpose vaguely denominated the Jefferson Railroad. The authorizing act was passed by the Legislature April 28th, and appointed Earl Wheeler, Esq., Charles S. Minor, Esq., Francis B. Penniman and Benjamin B. Smith as commissioners to receive subscriptions and organize a company to be called the Jefferson Railroad Company, under the general railroad law. This chartered organization was to have the right to build a railroad from any point on the Delaware River in Pike County, by the best route through that county and the county of Wayne, and terminating in the county of Susquehanna at the New York State line. An effort to get the Erie Railroad Company to build the whole or a portion of the line failed; the Jefferson Railroad Company remained practically inert, and nothing was accomplished for more than ten years. The commissioners and the Erie Company, however, both had the proposed line surveyed. / In 1862-63 the Pennsylvania Coal Company built along the Lackawaxen from Hawley to the Delaware, connecting with the Erie at Lackawaxen Station, and leased the line to the Erie Company. / On March 18, 1863, a supplement to its charter was passed, giving the Jefferson Company the right to build a 'branch'—so called—from the Moosic Summit (in Susquehanna County) to Carbondale.

Work upon the line was not begun, however, until 1869, though Charles S. Minor, Esq., had in the meantime secured the right of way. The pseudo-branch was finished in 1870 by the Jefferson Company—the Delaware and Hudson Canal Company furnished the money—and shortly after its completion the line was leased to the Erie, under a lease which is still in effect." (*Wayne, Pike, Monroe*, p. 256)

Charles S. Minor was a director of the Jefferson Railroad Company.

The officers and directors of the Jefferson Railroad at the time the D&H entered into a contract with them to build the Jefferson Branch are reported in the January 15, 1870 issue of the *Carbondale Advance* as follows:

S. E. Dimmock, President; F. M. Crane, Secretary; Z. H. Russell, Treasurer; Directors: C. F. Young, Thomas Dickson, Z. H. Russell, C. P. Waller, F. M. Crane, H. M. Seely, E. F. Torrey, C. Dorflinger, C. S. Minor, Jay Gould, James Fisk, Jr., and A. S. Diven; Incorporators: Earl Wheeler, Charles S. Minor, Francis B. Penniman, and Benjamin B. Smith. (*Carbondale Advance*, January 15, 1870)

Charles S. Minor and George H. Minor:

In 1936, George H. Minor, Vice President and Secretary of the Erie Railroad Company, revised the history of the Erie that was originally published in 1911 titled:

**THE ERIE SYSTEM** A STATEMENT OF VARIOUS FACTS RELATING TO THE ORGANIZATION AND CORPORATE HISTORY OF THE VARIOUS COMPANIES WHICH EITHER DIRECTLY OR INDIRECTLY ARE NOW OR HAVE HERETOFORE BEEN OWNED, LEASED, OPERATED OR CONTROLLED BY ERIE RAILROAD COMPANY AND ITS PREDECESSOR COMPANIES. (*Second Edition*, 1936. COMPILED 1911 AND REVISED 1936 BY GEORGE H. MINOR VICE PRESIDENT AND SECRETARY ERIE RAILROAD COMPANY)

Was George H. Minor the author of the 1911 edition? Were Charles S. Minor and George H. Minor related?

In *Century of Progress* we read the following about the contract that the D&H signed (with Olyphant as President and Thomas Dickson as Vice President) with the Erie Railway Company on September 2, 1868:

“By this agreement the Erie engaged to construct a railroad from Carbondale northward to its main line at Susquehanna, by which easy transportation would be furnished over the Erie tracks to Binghamton, a short distance to the northwest. Under the terms of the agreement favorable provision was made for carrying the [D&H] company’s coal to Rochester and Buffalo, upon the completion of the proposed road, and for rail carriage of its coal, during the winter months, from Honesdale to Weehawken.” (*COP*, p. 203)

The Erie Railroad would build the line from Carbondale to Lanesboro Junction, the line to be built under the existing charter of the Jefferson Railroad Company, with labor and capital provided by the Erie (to finance the line, the D&H agreed to buy at par \$1,500,000 worth of Boston, Hartford & Erie Railroad bonds from the Erie), and with the D&H to have trackage rights over the route to Lanesboro. The line to be completed June 1, 1870.

Construction of the 34.6 mile long Jefferson Branch from Carbondale to Lanesboro was begun in May, 1869 (Dickson then D&H president) and completed in October, 1870.

In early October 1868, the leading officers of the N. Y. & E. Railroad Co. were in Carbondale to have a first hand look at the line of the proposed railroad North.

**“The New Railroad.”** Leading officers of the N. Y. & E. Railroad Co. have been in town during the week—going North over the line of the new Railroad.” (*Carbondale Advance*, October 17, 1868, p. 3)

On January 1, 1869, the Jefferson Railroad Company, leased "the line between Carbondale, Pa., and a junction with the Erie Railway at Susquehanna Depot, Pa., about to be constructed," on these terms:

"Lease for the term of lessor's corporate existence and any extensions thereof, dated January 1, 1869, to Erie Railway Company, [emphasis added] covers the line from Hawley, Pa., to Honesdale, Pa., then [1869] constructed, subject to a mortgage dated July 1, 1867, for \$204,000, and a second mortgage, dated January 1, 1869, for \$96,000; also [emphasis added] the line between Carbondale, Pa., and a junction with the Erie Railway at Susquehanna Depot, Pa., about to be constructed, subject to a mortgage dated January 1, 1869, for \$2,000,000. Lessee

agrees to pay interest and principal of the above bonds, which are a lien thereon, as rental for the portion between Honesdale and Hawley. . . The Lessee agrees to pay as rental for the line between Carbondale and Susquehanna Depot 25% of the gross annual receipts with a guarantee that the revenue derived by The Jefferson Railroad Company shall always be sufficient to pay the interest on said mortgage of \$2,800,000, &c.; all payments for interest on the mortgaged debt are to be charged against and deducted from the rent payable under this lease and for any excess payments above the rent, the Lessee shall be a creditor of the Lessor and entitled to interest on any balance due on the settlement of accounts which shall be made annually, and carry interest. Lessee agrees to operate the railroad with due diligence, to pay the taxes and to maintain the property in good order and repair. . . / This road extends from Lanesboro, Pa., to Carbondale, Pa. (west end of the Delaware and Hudson yard), a distance of 36.635 miles, and trains run thence over Delaware and Hudson tracks to the Carbondale Station (Jefferson Branch), and from Hawley, Pa., to Honesdale, Pa., a distance of 9.316 miles (Honesdale Branch). / . ." (From **THE ERIE SYSTEM A STATEMENT OF VARIOUS FACTS RELATING TO THE ORGANIZATION AND CORPORATE HISTORY OF THE VARIOUS COMPANIES WHICH EITHER DIRECTLY OR INDIRECTLY ARE NOW OR HAVE HERETOFORE BEEN OWNED, LEASED, OPERATED OR CONTROLLED BY ERIE RAILROAD COMPANY AND ITS PREDECESSOR COMPANIES.** (*Second Edition*, 1936. COMPILED 1911 AND REVISED 1936 BY GEORGE H. MINOR VICE PRESIDENT AND SECRETARY ERIE RAILROAD COMPANY).

On January 11, 1869, the officers and directors of the Jefferson Rail Road for 1869 were elected. What a remarkable group of men they were: Coe F. Young and Thomas Dickson from the D&H; H. Seely, E. F. Torrey and Chretien Dorflinger from the community; Jay Gould from the Erie; James Fisk, Jr. from the Albany and Susquehanna; among others.

**"JEFFERSON R. R. ELECTION.**—The following gentlemen were elected officers of this road, on Monday, to serve for one year: / President—Samuel F. Dimmick. Directors—C. F. Young, Thos. Dickson, Z. H. Russell, C. P. Waller, F. M. Crane, H. Seely, E. F. Torrey, C. Dorflinger, Jay Gould, James Fisk, Jr., Fred. A. Lane and A. S. Diven.—*Wayne Citizen.*" (*Carbondale Advance*, January 16, 1869, p. 2)

With the building of the line north to Lanesboro, real estate along the future rail line was quickly purchased by wise investors, among them W. W. Bronson and Bryce R. Blair (Chief Engineer of the road):

**"The Railroad North.** / Among the incidents connected with the building of the new Railroad from our town North, is the dealing in real estate along the time. / Mr. W. W. Bronson, of our town we learn has purchased the farm of D. A. Moon at Uniondale, embracing two dwelling

houses--consideration \$5,000. / He has since sold one of the dwellings, the finely fitted up residence of Mr. Moon, to Bryce J. Blair, Esq., Chief Engineer of the road--consideration \$2,000. / Other purchases of real estate have been made we believe by citizens of our town, but we are not informed of particulars." (*Carbondale Advance*, Saturday, January 23, 1869, p. 3)

By February of 1869, the Corps of Engineers for the construction of the new rail line north had reached the townships of Herrick, Ararat, and Thompson:

**"The Railroad North.** / We hear that very good progress is made in locating the Railroad between this place and Lanesboro. The Corps of Engineers have been of late, we believe, in the townships of Herrick, Ararat and Thompson." (*Carbondale Advance*, Saturday, February 6, 1869, p. 3)

Horses and carts to be used in the construction of the line to Lanesboro arrived in Carbondale in late February 1869:

**"The New Railroad North.** / Horses and carts have arrived in town during the present week. It looks like work upon the new Railroad." (*Carbondale Advance*, February 20, 1869, p. 3)

The rail line to Lanesboro will be located on the West side of the Lackawanna River. Bryce R. Blair has purchased a residence in Union Dale. Construction of the rail line is expected to begin in April 1869:

**"The New Railroad Track.** / It can be stated, we suppose, pretty positively, that the new Railroad track in town, will be located on the West side of the Lackawanna. / The Chief Engineer of the road, BRYCE R. BLAIR, has purchased a residence in Uniondale, eleven miles North of this city, and removed his family to that place last week. / It is intended, we are informed, to have work commence upon the road early in April." (*Carbondale Advance*, February 27, 1869, p. 3)

Here is the biographical portrait of Bryce R. Blair, Chief Engineer of the rail line from Carbondale to Lanesboro that is published in *Portrait and Biographical Record of Lackawanna County Pennsylvania*, 1897, pp.235-236:





BRYCE RONALD BLAIR.

**B**RYCE RONALD BLAIR was born in the city of Glasgow, Scotland, September 21, 1832, the youngest son of William Blair, a well known merchant and manufacturer of that city. At an early age he was taken into his father's warehouse, but the business being too confining,

was not to his liking. He turned his attention to civil engineering, and after a thorough course and some practical experience, he decided to make the United States his home, thinking it a better field. He arrived in Pennsylvania in November, 1852, and at once took out his first naturalization papers. He was first employed on the construction of the north branch canal aqueduct at Tunkhannock, and in 1853 was engaged on the junction canal, New York, as superintendent on sections 30 and 31. In 1854, under Chief Engineer Thomas T. Wireman, he was engaged on the surveys and location of the Barclay Railroad in Bradford County, Pa. Late in the same year, under Chief Engineer Edwin McNeill, he was engaged in the surveys of the first railroad through the Wyoming Valley, the Lackawanna and Bloomsburg, remaining there as resident engineer and roadmaster until 1865, when he resigned his position to accept one with the Nottingham Coal Company of Baltimore, Md., about to construct immense coal works at Plymouth, Pa., as constructing engineer and general superintendent. He built their works, at that time the largest in the world, and at the present time excelled by none.

In December, 1868, Mr. Blair was appointed chief engineer of the Jefferson branch of the Erie Railway from Carbondale to Susquehanna, through the wilds of Upper Lackawanna, Wayne and Susquehanna Counties. The road was built in twenty months, and cost \$2,000,000. After its completion, he spent several years engineering and contracting, until 1876, being desirous of a more settled life, he engaged in the manufacture of shovels at Wyoming, Pa., in which he continued until 1880. He then engaged with Hon. E. E. Hendrick, of Carbondale, to look after his interests in the oil regions and as constructing engineer in New Jersey, until 1882, since which time he has followed the lines of his profession as engineer and contractor. For several years he was city engineer of the city of Carbondale, Pa.

In 1857 and 1896 Mr. Blair revisited his native land. In 1858 he married Emma, the eldest daughter of Colonel W. A. Tubbs, of Luzerne County. Nine sons and two daughters were born unto them. Six of the sons remain: Bryce, the

eldest, in Colorado; Rev. William T., in Mount Upton, N. Y.; Robert, Frank, Charles and Ralph, at Carbondale. Mrs. Blair died in May, 1894, aged sixty years, and was laid to rest in Maplewood cemetery. Her pallbearers were Mr. Blair and five of his sons.

Mr. Blair was made a Mason in Lodge No. 61, F. & A. M., at Wilkesbarre, Pa., in 1857, and Royal Arch and Council at Catawissa and Knight Templar at Bloomsburg in 1864. Hon. E. C. Wadhams, J. W. Eno, Robert Love, David Levi and Bryce R. Blair, as charter members, obtained from the Grand Lodge of Pennsylvania the charter for Plymouth Lodge No. 332, F. & A. M., in 1859. He was elected W. M. in 1862, and later high priest of Valley Chapter, of which he is also a charter member. Of the charter members of Lodge No. 332, he is the only surviving member.

He never had any political aspirations, having an inbred dislike for the methods employed. He was nominated by the Taxpayers' Association for county commissioner and without any effort on his part secured the city vote, yet to his great relief he was not elected. The office of mayor has been frequently tendered him by both political parties, but invariably declined. He is independent in politics, belonging to no party, simply an American citizen, exercising his right to vote and discharge his other duties according to his best judgment, and although actively engaged in business for over forty years has never appeared in a court house either as plaintiff or defendant.

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*(Portrait and Biographical Record of Lackawanna County Pennsylvania, 1897, pp. 235-236)*

## More on Bryce Blair:

*Carbondale News*, January 29, 1986, p. 1

### Was first City Engineer

## Bryce Blair was man

By RICH RYCZAK

Many people in the Carbondale area are proud of their heritage, and recall relatives who played a special part in our local history. Floyd and Ruth Simrell, RD 1, Jermyn, are also originally from Carbondale and have been saving photos, clippings, and other personal records handed down through the family.

Since he retired a few years ago, Floyd has been sorting through these tidbits and putting together a family history. Among his discoveries was the fact that his wife Ruth is the great-granddaughter of Carbondale's first city engineer, Bryce R. Blair.

According to a 1916 obituary saved

by Ruth's grandmother, Blair acted as city engineer before the department ever existed, and was later elected to the newly-established position for several years.

Among his accomplishments was the planning of the original sewer system still used today. He also designed the layout of Memorial Park as well as the Catholic cemetery. He also supervised the construction of the first concrete arch bridges across the Lackawanna River.

Blair's colorful career began long before he arrived in Carbondale. He was born in Glasglow, Scotland on Sept. 21, 1832, to William and

## who designed city park

Margaret Blair. His father was a linen merchant but the son didn't find the business to his liking and attended the University of Glasglow, obtaining a degree in engineering.

He left Glasglow on Sept. 14, 1852 at the age of 20, sailing for America on a packetship called "Black Ball." The voyage lasted 42 days and ended in New York City. Bryce went to work for his uncle, Frank Blair, and was employed in construction of the North Branch Canal at Tunkhannock. He held several other jobs and in 1865 became supervisor of the Nottingham Coal Co., Plymouth, Pa. He

In 1858 Blair married Emma J. Tubbs, daughter of Capt. William and Elizabeth Blair Tubbs of Shickshinny. Capt. Tubbs fought at Pickett's Charge during the Civil War, and a monument to his company's bravery stands in the Gettysburg battlefield.

Mr. Blair and his wife were blessed with nine sons and two daughters. Mr. Simrell said that many of his great-grandchildren and great-great-grandchildren still reside in the area.

Mr. Blair returned to his native land of birth twice for a visit. He



**THIS PHOTO FROM** the collection of Floyd Simrell, shows the office and residence of Bryce R. Blair on Park Place. He was the first engineer to design a concrete arch bridge to span the Lackawanna River.

engineered the second track portion of the Lackawanna & Bloomsburg Railroad at Old Forge. He later ran a tool manufacturing company in Wyoming, Pa.

Blair then went to work for E.E. Hendrick of Carbondale. He supervised the building of the Eagle Refinery for Standard Oil Company at Communipaw, N.J. Among his workers were four men from Carbondale, John Herberts, George Davis, Joseph Jenkins, and Henry Kagler. The four men were killed in a tragic oil fire near the Eagle refinery, and Blair volunteered his services in an effort to recover the bodies, which were lost in a nearby bay. After two weeks he recovered all four bodies and brought them back to Carbondale. His unselfish actions say a lot about his character.

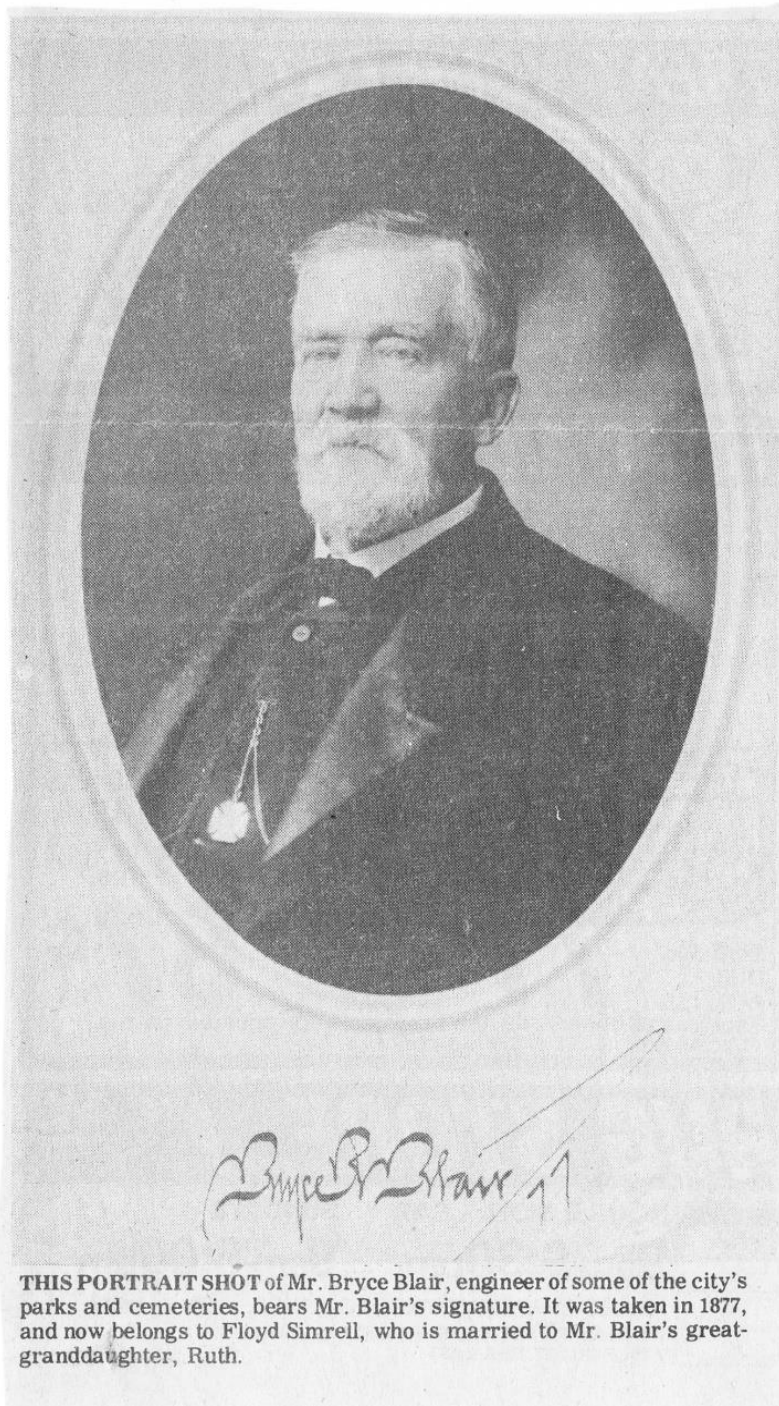
In November, 1869, Blair moved to Carbondale, where he began his career as city engineer. He purchased the property of James Clarkson on the southside of Memorial Park, which was known at that time as public square, residing there until 1914, when he moved in with his son Robert.

belonged to many organizations, and was a member of high standing in the American Society of Municipal Engineers. Mr. Simrell said that Blair was asked to run for mayor of Carbondale by both political parties, but declined because he never had any political aspirations. He was independent in politics, belonging to no party and considering himself simply an American citizen, exercising his right to vote and discharging his other duties according to his best judgement. Bryce Blair died on February 11, 1916.

"We think we're superior to people from years ago, but look at what men like Mr. Blair accomplished," commented Mr. Simrell, "Could we do some of the things today that they did, using the same knowledge and tools?"

Floyd requested that the history of Bryce Blair's life be dedicated to Rollin E. Blair, Sr., his father-in-law and the grandson of Bryce, who recently passed away. Floyd and Ruth have several other stories about their ancestors and the Carbondale area which they offered to share with the NEWS in future issues.





**THIS PORTRAIT SHOT** of Mr. Bryce Blair, engineer of some of the city's parks and cemeteries, bears Mr. Blair's signature. It was taken in 1877, and now belongs to Floyd Simrell, who is married to Mr. Blair's great-granddaughter, Ruth.

## **Bryce Ronald Blair**

**1832-1916**

**Bryce Ronald Blair** was born in Glasgow, Scotland, on September 21, 1832. He studied civil engineering at Glasgow University, and was awarded a degree from that university. On September 14, 1852, he sailed on the packet ship *Black Ball* for America. In November 1852, at the age of 20, he arrived in Pennsylvania, where he began working for his Uncle Frank Blair on the North Branch Canal at Tunkhannock. In the following year, he was hired as the Superintendent of Sections 30 and 31 of the Junction Canal, which was 18 miles long and which united the New York canals with those in Pennsylvania. In 1854, under Chief Engineer Thomas T. Wireman, he was engaged on the surveys and location of the Barclay Railroad in Bradford County, PA. Late in the same year, under Chief Engineer Edwin McNeill, he was engaged in the surveys of the first railroad through the Wyoming Valley, the Lackawanna and Bloomsburg, remaining there as resident engineer and roadmaster until 1865, when he resigned his position to accept one with the Nottingham Coal Company of Baltimore, MD, about to construct immense coal works at Plymouth, PA, as constructing engineer and general superintendent. In December 1868, Bryce Blair was appointed chief engineer of the Jefferson Branch of the Erie Railroad from Carbondale to Lanesboro. The road was built in 20 months at a cost of \$2,000,000. From 1876 to 1880, he was engaged in the manufacture of shovels, at Wyoming, PA. In the period 1880-1882, he worked for Eli E. Hendrick, looking after his interests in the oil region as constructing engineer in New Jersey. He supervised the building of the Eagle Refinery for Standard Oil Company at Communipaw, NJ. In November 1869, Bryce Blair moved to Carbondale and became the City Engineer. His office and residence were on Park Place. As City Engineer, he designed Memorial Park and supervised the construction of the first concrete arch bridges over the Lackawanna River. In 1858, he married Emma J. Tubbs of Luzerne County, and they became the parents of nine sons and two daughters. Mrs. Blair, whose father was Captain William Tubbs, who was in Pickett's Charge at the Battle of Gettysburg, died in May 1894, aged 60 years. Bryce Blair was a very active member of several Masonic Lodges in the Lackawanna and Wyoming Valleys. At age 83, Bryce Blair died of pneumonia on February 11, 1916. His earthly remains are interred in Maplewood Cemetery, Carbondale.

From an article that was published in the *Wayne Citizen* in late February 1869, just as construction of the Jefferson Branch was about to begin, we learn the following facts, among others, about the D&H at that time:

- Effective March 1, 1869, Thomas Dickson became president of the D&H and Coe F. Young became General Superintendent of the D&H
- A thorough repair of the docks, &c. in Honesdale was being carried out and workmen were cleaning out the D&H Canal basin
- The D&H Canal would probably open on March 15
- The Delaware & Hudson Canal Company was shipping coal via the Honesdale Branch and Erie Railroad to all points.

Here is that article, which was reprinted in the February 27, 1869 issue of the *Carbondale Advance*:

**"THE DELAWARE AND HUDSON CANAL Co.**—The following states the same changes heretofore noted in our columns, with some things additional: / The following change of officers of the Delaware & Hudson Canal Company goes into effect on the first of March: / Thomas Dickson, of Scranton, becomes President, in place of G. T. Olyphant; Coe F. Young, general Superintendent; A. H. Vandling, Superintendent of Rondout department; A. M. Atkinson, of Ellenville, Superintendent of Canal Department; J. B. Fitch, of Hawley, continues as Superintendent of the Pennsylvania section, including the Delaware aqueduct. / Mr. Atkinson will remove to Honesdale. A thorough repair of the docks, &c, here is being made, and workmen are now cleaning out the basin. The canal will probably open by the 15<sup>th</sup> of March. / The Delaware & Hudson Canal Company are now shipping coal via Honesdale Branch and Erie Railroad to all points.—*Wayne Citizen*." (*Carbondale Advance*, February 27, 1869, p. 3)

In its issue of April 3, 1869, the *Carbondale Advance* announced that proposals from contractors for the construction of the Jefferson railroad from Carbondale to Lanesboro were now requested and were to be received by April 15:

**"The Jefferson Railroad--North.** / The attention of Railroad contractors is invited to the advertisement of Bryce R. Blair, Esq., Chief Engineer of this road in our columns to day. Proposals, it will be seen, will be received at the Railroad office here until the 15<sup>th</sup> inst. We hope this very important link of road may now be at once constructed." (*Carbondale Advance*, Saturday, April 3, 1869, p. 3)

Here is the notice to railroad contractors that was placed in the April 3, 1869 issue of the *Carbondale Advance* (page 3) by the Jefferson Railroad:

**"Notice to Railroad Contractors.** / Proposals for the Graduation, Bridging and Masonry of Thirty-five miles of the Jefferson Railroad between Carbondale and Lanesboro, Pa will be received at this office until April 15<sup>th</sup>, 1869. Profile, Plans and Specifications can be seen on or after the 10<sup>th</sup>. / Office Chief Engineer, Carbondale, Penna. / BRYCE R. BLAIR, Chief Engineer. / March 31, 1869"

The same ad was also published in the April 10, 1869 issue of the *Carbondale Advance*:

**"Notice to Railroad Contractors.** / PROPOSALS FOR THE GRADUATION, BRIDGING and Masonry of thirty-five miles of the Jefferson Railroad, between Carbondale and Lanesboro, Pa., will be received at this office until April 15<sup>th</sup>, 1869. Profile, Plans, and Specifications can be seen on and after the 10<sup>th</sup> / Office Chief Engineer, Carbondale, Penna. / BRYCE R. BLAIR, Chief Engineer, March 31, 1869" (*Carbondale Advance*, April 10, 1869, p. 2)

In the April 17, 1869 issue of the *Carbondale Advance* (p. 3) it was announced that:

- Many railroad contractors," many of the best Railroad Contractors in the Country," were in Carbondale during the week and were making bids for work upon the Jefferson Railroad
- Bids will be opened and declared off next week
- Construction of the Jefferson Branch will begin not later than May 1
- The work to be done on the 35-mile rail line has been divided into 32 sections, averaging a little more than a mile to a section

Here is the text of the complete announcement:

**"The New Railroad North.** / Our town has been filled during the week with a very business-like looking set of railroad contractors. They are, it is understood, generally making bids for work upon the Jefferson railroad, between this place and Lanesboro. How many and who have been successful we cannot now say, as the bids will not be opened and declared off until next week. The Chief Engineer, Bryce R. Blair Esq. informs us that proposals have been handed in by many of the best Railroad Contractors in the Country, and work would be commenced as soon as possible, not later than May 1<sup>st</sup>. / The distance between Carbondale and Lanesboro, 35 miles, is divided into 32 sections, averaging of course a little more than a mile to a section, though some sections fall short of a mile."

The contracts for the construction of the Jefferson Railroad were awarded in late April 1869.

In the May 1, 1869 issue it was announced that:

- There were two errors in the recent report of the letting of the contracts: "Instead of T. Blair & Son, for sections 6 & 7, it should have been F. Blair & Son. Instead of B. W. Scott, for Section 27, it should have been G. & W. Scott."
- The contracts require all masonry work to be done by the 1<sup>st</sup> day of November next, and the remainder of the work including grading, cutting, embankment, &c. by the 1<sup>st</sup> of April, 1870, or within eleven months.
- The work is to be completed by April 1870 (within eleven months) and that "at least one tenth of the work shall be completed during each month."
- Contractors are now busy in getting lumber and erecting their boarding houses, and getting their boarding masters on the ground, and making other necessary preparations for the prosecution of the work.

Here is the complete text of the May 1, 1869 announcement:

**"The Jefferson Railroad.** / Two errors, we believe, occurred in the names of the Contractors upon this road at the recent letting here. Instead of T. Blair & Son, for sections 6 & 7, it should have been F. Blair & Son. Instead of B. W. Scott, for Section 27, it should have been G. & W. Scott. / We are informed that the contracts require all masonry work to be done by the 1<sup>st</sup> day of November next, and the remainder of the work including grading, cutting, embankment, &c. by the 1<sup>st</sup> of April, 1870, or within eleven months. Also, in order to secure this, we are told the specification is inserted that at least one tenth of the work shall be completed during each month. / Contractors are now busy in getting lumber and erecting their boarding houses, and getting their boarding masters on the ground, and making other necessary preparations for the prosecution of the work. Some we believe have made a commencement." (*Carbondale Advance*, May 1, 1869, p. 3)

In the May 22, 1869 issue of the *Carbondale Advance* (p. 3), it was announced that:

- The several contractors upon the Jefferson Railroad, North of our town, are employing all the labor that can be obtained, and are generally making progress.
- A "through cut" is to be substituted for the proposed "tunnel" on the third section--Dreisbach & Riley's--the rock being found too shaky for a reliable roof."



Here is that announcement:

**"Work Upon the Railroad.** / The several contractors upon the Jefferson Railroad, North of our town, are employing all the labor that can be obtained, and are generally making progress. / We learn that a "through cut" is to be substituted for the proposed "tunnel" on the third section--Dreisbach & Riley's--the rock being found too shaky for a reliable roof."

In the *Carbondale Advance* of Saturday, June 5, 1869, p. 3, it was announced that the three sections of the new railroad that have been allotted to John Nealon & Co. "have been pushed forward with great energy.":

**"The New Railroad.** / Work upon the three sections of the new railroad allotted to John Nealon & Co., has been pushed forward with great energy. Few other sections upon this line, if any, are in an equal state of forwardness."

In June 1869, there was a suspension of work in the coal mines, and many of the out of work miners secured employment on the Jefferson Branch:

**"The Suspension.** / We are still experiencing the benefits of the suspension of work in the coal mines. All is quiet along the line.—Peace and good order prevails here. / It is some relief to some of our miners as choose to work upon the new railroad that there is plenty of work to be obtained there. Some hundreds have already gone to work for the contractors." (*Carbondale Advance*, June 5, 1869, p. 3)

In the *Carbondale Advance* of June 19, 1869, we read that the great misfortune of the suspension of mining has been greatly mitigated, if not counterbalanced, by the fact that nearly all the out of work miners and now working on "the New Railroad.":

**"Miners upon the Railroad.** / Nearly all our Miners are at work upon the New Railroad North of us. The work is thus being pushed forward very rapidly, at which we rejoice. Thus the great misfortune of 'suspension' is here greatly mitigated, if not wholly counterbalanced." (*Carbondale Advance*, June 19, 1869, p. 3)

From an article that was published in the August 18, 1869 issue of the *Carbondale Advance*, we learn that:

- The heaviest cut on the road is at Ararat Summit.
- There are about one thousand men employed on the road.

**"JEFFERSON RAILROAD.**--The heaviest cut on the road is at Ararat Summit. For the distance of fourteen hundred feet, or one-fourth of a mile, the excavation is entirely of earth, which is being removed on cars running on a temporary track to the south, forming an embankment for the road across the long marsh. There are about one thousand men employed on the road.--*Susq. Journal.*" (*Carbondale Advance*, August 28, 1869, p. 3)

In October 1869, when work was resumed in the mines, labor became scarce on the Jefferson Branch, and very little progress was made upon some sections of the line:

**"The New Rail Road.** / Since the resumption of work in the mines at this and other points in the valley, labor has been scarce upon the New Railroad. / Very little progress has since been made upon some sections." (*Carbondale Advance*, October 2, 1869, p. 3)

Contractor problems on the Jefferson Branch: the firm of J. Nealon & Co. was dissolved and the four sections of the rail line that were originally assigned to them have been re-let to F. Folsom, "an experienced contractor.":

**"Contract upon the Jefferson R. R.** / As will be seen by a notice in our advertising columns, the Firm of J. Nealon & Co. Contractors, have been dissolved. They have withdrawn from their contracts, embracing four sections, near town, on the Jefferson Railroad. The work not yet completed on the sections has been re let to F. Folsom, an experienced contractor." (*Carbondale Advance*, October 30, 1869, p. 3)

Up to the time of the construction of the Jefferson Branch, lumbering had been the primary activity in Forest City and environs. When the Jefferson Branch was being constructed north from Carbondale, large outcroppings of coal were discovered in the Forest City area. The Forest City area quickly underwent a tremendous growth spurt, all due to coal mining. The population exploded. Every type of store imaginable was built.

In late November, 1869, it was reported in the *Carbondale Advance* of November 20, 1869, work was progressing on the Jefferson Branch as fast as the weather permits. In that same article, the writer for the *Carbondale Advance* underlines the enormous economic impact that the completed rail lines, then under construction from Carbondale to Scranton and from Carbondale to Lanesboro, will have for Carbondale and the entire Lackawanna Valley.

**"The New Railroads.** / Engineers have been for some time upon the route South of town [the Valley Road]. On the North [the Jefferson Branch] the work is progressing as fast as the weather permits. The absence of snow thus far is favorable, and the frost is not as yet serious. / **Through Locomotive Road.** / It is, we think, universally appreciated by our business men, and our citizens generally, that the great want of our town is, as has long been, a through locomotive railroad. Much capital has already left us for the want of this convenience, which had we enjoyed it would have remained. / We are now evidently about to have this long wished for improvement. The coming twelve month will doubtless see the Locomotive coursing the whole length of the Lackawanna Valley, and following the iron rail over the dividing ridge, and down the slope upon the other side, to the proposed connection with the Susquehanna Valley. This will fully open up our town and the Northern portion of our Valley to trade and improvements [emphasis added]. It will probably come in season to save those of our neighbors that are now becoming rich from the necessity of going elsewhere to enjoy their wealth. With a Locomotive connection with the great routes of travel on each side of us, Carbondale will be one of the most desirable points for residence that can be found [emphasis added]. It will also be an advantageous point for manufactures and other business heretofore kept out for lack of facilities for transportation and travel." (*Carbondale Advance*, November 20, 1869, p. 3)

Into January 1870, the weather continued to be favorable for labor on the Jefferson Branch, and work progressed all along the line, including the heavy excavation and rock cut in one of the sections under contract to Dreisbach & Riley:

**"Work on the New Railroad.** / The weather has been most favorable for labor on the Railroad North of us, thus far. Work is consequently progressing all along the line. The heavy work upon one of the sections of Dreisbach & Riley, containing the heavy excavation and rock cut, is proceeding steadily. Still, notwithstanding good progress has been made, it is not expected that the work upon some sections can be fully completed by the 1<sup>st</sup> of June next, the time named in the contracts. But, gentlemen, speed the day." (*Carbondale Advance*, January 22, 1870, p. 3)

In February 1870; the D&H took a perpetual lease on the property and franchises of the A&S (Binghamton to Albany) at an annual rent of \$490,000 or 7 percent upon its capital, and bonded debt of \$7,000,000.

In the article given below from the *Journal*, published at Susquehanna Depot, and re-published in the *Carbondale Advance* on March 12, 1870, we find the names of the contractors for all 32 sections of the rail line from Carbondale to Lanesboro. From that article we learn that track laying will begin, on both ends of the Jefferson Branch, early in April 1870:

**“The Jefferson Railroad.** / The *Journal*, published at Susquehanna Depot, gives the following in relation to the Jefferson Railroad, and the state of forwardness of the work on the different sections: / The Jefferson Railway, under the engineering care of Bryce R. Blair, Esq., has gone forward, steadily and successfully, without guess work, miscalculation, or the sounding of trumpets to attract the gaze of the gaping world, but none the less a great and thoroughly accomplished work. / H. A. Fonda, Esq., has the job and is pushing it forward with an energy not to be overcome by such obstacles as mountains, forests, valleys, or swamps. Railroad building is becoming a science, and Mr. Fonda has learned that science, and gathered around him men who knew it. The first element necessary is knowledge—the main element is *push*. This enterprise has been well pushed from the beginning. It was begun last May. It is now confidently expected that the work will be fully completed by the first of July next. / The length of the road is about forty miles, divided into thirty-two sections. There are six bridges and several large culverts to be built. There are two extensive trestle works on the line; one at Fall Brook about 1000 feet in length, and ninety feet in height. Another at Big Swamp, twenty-five to forty feet in height. The grading from Susquehanna to the Summit will be ready for the track the entire distance in May. The Summit is a long and exceedingly heavy cut, and will require all the time until July for its completion. When spring opens this work will be driven night and day. There are three deep cuts; one near Carbondale, of fifty feet of solid rock, which in the beginning it was contemplated to tunnel; and the Summit and Chair Factory cuts. / The sections are numbered from Carbondale north, and are progressing as follows: / [We {bracketed insert by the *Leader* in the *Journal* account} have corrected the *Journal’s* account of the state of the work on the several sections of the road, by bringing it down to the present time, in accordance with information received as we go to press, from Bryce R. Blair Esq., Chief Engineer.] / Sections number 1 and 2, Folsom contractor, are completed. / Section 3, Sixty foot rock cutting, will be done in April, 8 and 9 are completed, and 14 will be done in May. / Section 4, A. H. Coon, contractor will be done in May. / Section 5, G. J. Lillibridge contractor, done in May. / Section 6 and 7, F. Blair and Son, done in April. / Section 10, John Abell done in May; heavy culvert to be finished. / Section 11, W. F. Rhodes contractor, completed. / Sections 12 and 13, B. W. McDonough contractor done in April. / Section 15, Andrew Coyne, will be completed in May. / Section 16, O. L. Hughes, May. / Sections 17, 18, 19, and 20, Evans and Robins, work will be completed early in May, except 17, which is the Summit and the heaviest work on the road. / Sections 21 and 22, McDonough, completed. / Sections 23, 24, 25, and 26, O. N. Salsbury contractor, job nearly completed. / Section 27, Scott & Co.,--will be completed about May 1<sup>st</sup>. The large Hard Pan cut on this section, will be completed in April under direction of Mr. H. Marsh. / Section 28, John Tonkin, May first. / Section 29, Blair & Son, completed. / Sections 30, 31, and 32 are being completed under the superintendence of O. H. Cohnan, Esq., nearly done. / Track laying will commence early in April, on both ends.” (*Carbondale Advance*, March 12, 1870, p. 3)

From the report on the progress of the work on the Jefferson Branch that was published in the *Carbondale Advance* of March 19, 1870, we learn that

- A. Dreisbach is the contractor on Sections 3, 8, 9, and 14 (name omitted by mistake in the *Carbondale Advance* of March 12, 1870)
- Work on Section 3 requires heavy rock cutting, "embracing, as the Chief Engineer humorously remarks, nearly every species of rock ever found on this continent, including regular New Hampshire Granite."
- The grading on eleven sections of the road may be considered completed, and of the remainder, all but the one heavy section at the Summit, are expected to be done in April or May.
- In anticipation of the completion of the line, capitalists from abroad, are already visiting Carbondale prospecting for sites, for manufacturing establishments.

This report in the *Carbondale Advance* concludes with the following extraordinary statements:

"Carbondale is in many respects one of the most eligible points for manufacturing to be found in our country. It will soon enjoy first class facilities for transportation in every direction, and this added to good water power, cheap fuel, cheap labor, healthy climate, and cheap real estate, indicate it is a point possessing advantages which cannot fail to attract notice. Good and largely paying investments can undoubtedly be made here by being early upon the ground."

Here is the complete report from the *Carbondale Advance* of March 19, 1870:

**"The New Railroad.** / In adjusting our statement last week, of the state of the work upon the thirty-two sections, (38 ½ miles) of the Jefferson Rail Road, between Carbondale and Lanesboro, the name of A. Driesbach, contractor on Sections 3, 8, 9 and 14, in some way was omitted. The work on section 3 is a heavy rock cutting, embracing, as the Chief Engineer humorously remarks, nearly every species of rock ever found on this continent, including regular New Hampshire Granite. / It was seen by last week's statement, that the grading on eleven sections of the road may be considered completed, and of the remainder, all but the one heavy section at the Summit, are expected to be done in April or May. / In anticipation of the inevitable impulse to business, which this road and full locomotive connection below, must give to business in town, capitalists from abroad, are already visiting us prospecting for sites, for manufacturing establishments. Eligible ones located immediately in town are not numerous. One of the best of these, is however offered for sale in our columns to-day. / Carbondale is in many respects one of the most eligible points for manufacturing to be found in our country. It will soon enjoy first class facilities for transportation in every direction, and this added to good water power, cheap



fuel, cheap labor, healthy climate, and cheap real estate, indicate it is a point possessing advantages which cannot fail to attract notice. Good and largely paying investments can undoubtedly be made here by being early upon the ground." (*Carbondale Advance*, March 19, 1870, p. 3)

Track laying on the Lanesboro end of the Jefferson Branch began in early May, 1870, and about a mile of tracks were in place:

**"Track-laying on the Jefferson R. R.** / Track-laying commenced on the Lanesboro end of the Jefferson R. R. some days since. At our latest accounts the rails were down for upwards of a mile. / Among the gentlemen now in town, and who may be supposed to be brought here by Railroad business, we notice Capt. Sims, who had charge of surveys upon the Jefferson and other roads here, a few years since." (*Carbondale Advance*, May 14, 1870, p. 3)

By early July 1870, about six miles of track had been laid upon the northern end of the line; at the same time, track laying on the southern end had begun:

**"The Jefferson Railroad—Progress,** / About six miles of track have been laid upon the Northern end of the Jefferson Railroad. A commencement has also this week been made upon this end. / It is intended to have the work completed in a little more than a month, so that a locomotive, can pass through the entire line." (*Carbondale Advance*, July 2, 1870, p. 3)

From a report published in the July 23, 1870 issue of the *Carbondale Advance*, we learn that:

- Twelve miles of track have been laid on the Northern end of the line: from Lanesboro nearly to Eho, or Thompson Centre
- A locomotive was run up to Starrucca (from Lanesboro) "some days since"
- About two miles of rail have been laid on the Southern end of the line

Here is that report:

**"The Jefferson Railroad** / About 12 miles of track have been laid upon the Northern end of this road from Lanesboro extending nearly to Eho, or Thompson Centre on this side of Starrucca. The Locomotive was run up to Starrucca or Wayne Boro some days since. About 2 miles of rail have also been laid at this end, and the work is steadily progressing." (*Carbondale Advance*, July 23, 1870, p. 3)

### **More on the name *Eho*:**

In the nineteenth century, Thompson was known as Eho, as the above notice from the *Carbondale Advance* of July 1870 makes clear. Corroboration of that fact is provided in the article titled "Veteran Businessman Nearing Century Mark Goes to Thompson," which was originally published in 1935 or 1936 and re-published on pages 32-33 of Volume 21, No. 1 & 2, 2010, of the *Susquehanna County Historical Society Journal*. The article is about Hosea M. Benson, who spent his entire life in Jackson and who was approaching the age of 100 at the time that the article was originally published. The first paragraph of that article begins as follows:

"Hosea M. Benson, who is nearing the century mark, and is yet very active and deeply interested in all things, recently made a trip to Thompson, which he calls 'Eho,' a name that was used in speaking of the lively borough over half a century ago. . ."

Tracklaying on the southern end of the line has been delayed because changes were required on some of the bridges:

**"TRACKLAYING** on the Jefferson Railroad has been much retarded at this end of the road, by changes which it has been found necessary to make in some bridges. When one bridge is fixed, the rails are soon run up to the next one, when another delay occurs. On this account we are informed, the rails now extend up only about three miles. But both bridges and rails will now soon be in order for business." (*Carbondale Advance*, August 6, 1870, p. 3)

By mid-August 1870, the rails were down for more than one half of the distance between Carbondale and Lanesboro:

**"Tracklaying.** / Progress has been made the present week in tracklaying on the Jefferson R. R. The rails are now down for more than one half of the distance between our town and Lanesboro, with a pleasing prospect of rapid progress on the remainder of the line." (*Carbondale Advance*, August 13, 1870, p. 3)

Bryce Blair provided the *Carbondale Advance* with the elevations above tide water of points on the Jefferson Railroad, and elsewhere. Those data were published on August 20, 1870. Two very interesting facts emerge from that report:

1. The altitude above sea level of Carbondale corresponds very nearly with that of Lanesboro.
2. The altitude of Ararat Summit, about 20 miles North of our town (2,075), is believed to be the greatest of any point over which a railroad passes in Pennsylvania, the next highest being Kane Summit, on the Philadelphia and Erie road.

Here is that complete report:

**“Altitudes.** / Through the courtesy of Bryce R. Blair, Esq., Chief Engineer of the Jefferson Railroad, we are in possession of some interesting facts in regard to the altitude of different points on this new road, and also on some other railroads in the State. / The elevations above tide water of points on the ‘Jefferson’ is about as follows: Carbondale, 1100 feet / Uniondale, 1728 / Herrick Centre, 1807 / Ararat Summit, 2075 / Erie Aqueduct at Lanesboro, 1031 / Susq. River at Lanesboro, 926/ On the Lehigh Valley Railroad. / Wilkes-Barre, 537 / Solomon’s Gap, 1630 / On the Del. Lack. & W. R. R. / Scranton, 739 / Pocono Summit, 1969 / Del. Water Gap, 288 / On the Del. & Hud. R. R. / Moosic Summit, 1888 / On the Phila. & Erie. / Northumberland, 429 / Williamsport, 509 / Kane Summit, 2008 / Erie, 575 / Lake Erie, 565 / It may be remarked that the terminus of the Jefferson is about ½ mile above our town, and that the Lackawanna here falls about 70 feet per mile, and that consequently the altitude of our town, proper, corresponds very nearly with that of Lanesboro. / Also, it is worthy of remark that the altitude of Ararat Summit, about 20 miles North of our town, is believed to be the greatest of any point over which a railroad passes in Pennsylvania, the next highest being Kane Summit, on the Philadelphia and Erie road. (*Carbondale Advance*, August 20, 1870, p. 3)

From the article titled "Look Out for Locomotive" that was published in the September 24, 1870 issue of the *Carbondale Advance*, we learn that tracklaying on the Jefferson Railroad "will be completed this week" and that the arrival of a locomotive from the North, direct from the Erie road "is a near event, liable to happen any day, and one that may be surely expected during the coming week." Credit for the existence of this rail line is given to D&H President Thomas Dickson. Here is that article:

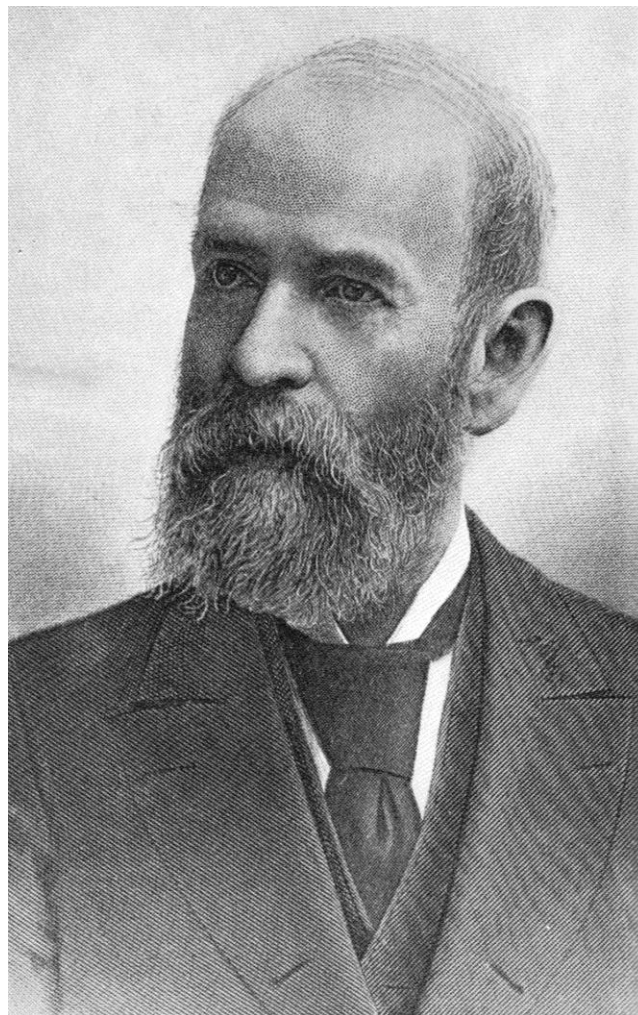
**"Look Out for Locomotive.** / It is pretty confidently expected that tracklaying on the Jefferson Railroad, between our town and Lanesboro on the Erie Railway, will be completed this week. Hence the arrival of a Locomotive from the North, direct from the Erie road, is a near event, liable to happen any day, and one that may be surely expected during the coming week. / Much ballasting has been already done upon the line, so that less time than usual will be required to fit the road for business after track-laying is completed. / The great desideratum of an outlet North, with its great advantages to our town and valley, is thus about to be realized. We owe Thomas Dickson, Esq., President of the Del. & Hud. C. Co., a debt of gratitude in this behalf." (*Carbondale Advance*, September 24, 1870, p. 3)

On October 10, 1870, we learn from an article that was published in the *Carbondale Advance* on October 15, 1870, the Jefferson Branch from Lanesboro to Carbondale opened, with a locomotive was run light (solo) to Carbondale from Lanesboro. The line, which was 6-feet (Erie) gauge when it opened, was financed by the D&H, built by the Jefferson Railroad Company, and

leased to the Erie, with the D&H having trackage rights over the line. In exchange for these trackage rights, we learn from John V. Buberniak's history of the line, the D&H agreed not to build a parallel line northward.

On October 15, a second trip over the line was made. On this second trip, Jay Gould, Esq., President of the Erie Rail Road, traveled from Lanesboro to Carbondale.

**“The Jefferson Railroad.** / The Locomotive made a through trip from Lanes-Boro to our town on Monday of last week [October 10]. / We learn that another trip is expected to be made to-day (Saturday)—bringing Jay Gould, Esq., President of the Erie Road.” (*Carbondale Advance*, October 15, 1870, p. 3)



Jay Gould, president of the N. Y. & Erie Co., from July, 1868 to March, 1872.

On July 28, 1871, Jay Gould again visited Carbondale, this time traveling in a Pullman Palace Car:

**“The Palace Car.** / JAY GOULD ESQ., President of the N. Y. & Erie Co., arrived in town yesterday in a palace car *via* Jefferson R. R.” (*Carbondale Advance*, July 29, 1871, p. 3).

The charter of the Pullman Palace Car Company was approved by the Illinois legislature on February 22, 1867, with George Mortimer Pullman as president and general manager. Not surprisingly, the president of the Erie Railroad traveled in such a car on his visit to Carbondale on July 28, 1871.

Interior of a Pullman Palace Car



Pullman “Palace” cars featured plush upholstery, ample lighting, and ornately decorated interiors.



### Fictional Interlude

“I Saw Him, Ma, I Saw Him!”

Who’d ya see?

The president, the president of the new railroad, and you shoulda seen his car! Such a fancy railroad car. I never saw anything like it, not even down in Carbondale when we were there last year for Uncle Ted’s funeral.

His car?

Yea. I was goin’ up after the cows, which are always up in the back of the pasture near the new tracks at this time of day, and I heard all this commotion. Train whistles and lots of fuss up along the tracks. So I ran over to get a closer look and to see what was going on and, sure enough, this steam engine was comin’ down the line, and it was pulling only a couple cars, and one of them, one of the railroad guys told me, had in it the president of the Erie Railroad, Mr. Jay Gould himself!

Did they stop at the shed or just keep on going?

Well, I wish they’d stopped, but they didn’t, they just kept on going. But they did slow down, and when they did you could see in the railroad car from where me and the guys were standing. They call Mr. Gould’s car ‘the Palace Car’ and inside we could see lots of folks in fancy clothes and they were lookin’ out the windows, and people were waving and calling out and carrying on, and . . . well, it sure was a sight to see.

D’ya get all the cows?

Yea, I did. But they were kinda scared by the train whistles and the engine and they didn’t want to come out of the orchard when I went back after Mr. Gould’s Palace Car went on down the line. Oh, Ma, you shoulda seen that car and those folks in their fancy clothes! What a sight to see. When I get bigger, I’d sure like to get a job on the railroad, and maybe one day I’d run into Mr. Gould somewhere and I could tell him that I saw him when he came down through Thompson on the new railroad in ‘71.

Well, maybe you will, son, maybe you will, but right now I think you’d better get out to the barn and help your Pa with the chores, or you’re gonna find yourself out back chopping wood when the rest of us are in here having supper.

Yea. I know, I know. . . What a sight to see, that fancy railroad ‘palace’ car and all those folks in their fancy clothes. . .

On Thursday, October 27, 1870, a train of 35 coal cars, "filled with glistening Anthracite," left from Carbondale on "the new Jefferson Railroad for Lanesboro.":

**"Coal Shipped North.** / A train of 35 Coal Cars well filled with glistening Anthracite, left here on Thursday [October 27], on the new Jefferson Railroad for Lanesboro." (*Carbondale Advance*, October 29, 1870, p. 3)

Side Note: In *Shaughnessy*, p. 62, we read: "President Olyphant habitually referred to this place [Lanesboro] as Susquehanna, although that community was actually a mile or so to the west of the junction."

From an article in the *Carbondale Advance* of November 19, 1870, we learn that:

- Coal trains are being run daily upon the new Jefferson R. R. from Carbondale to the N. Y. & Erie at Lanesboro.
- No regular freight or passenger business has yet been attempted on the Jefferson Branch.

**"Coal upon the Jefferson R. R.** / Coal trains are being run daily upon the new Jefferson R. R. from our town to the N. Y. & Erie at Lanes Boro. No regular Freight or Passenger business has yet been attempted." (*Carbondale Advance*, November 19, 1870. p. 3)

By the end of November 1870, 750 tons of coal were shipped over the Jefferson Branch daily, but no passenger or freight trains had at that point been put on the line:

**"Coal upon the Jefferson R. R.** / A considerable commencement is being made in sending coal from our town to the N. Y. & E. at Lanesboro by the new Jefferson R. R. The shipments are now averaging, we believe, about 750 tons per day. But while this is a gratifying commencement, it is but a trifle compared with the business that will be done in the future. As yet, too, the trains run are exclusively coal trains. We are not informed when regular Passenger and Freight trains will be put upon the road. Preparations requisite in the shape of branches, switches, water tanks, telegraph stations, &c., are probably not yet completed." (*Carbondale Advance*, November 28, 1870, p. 3)

D&H shipments of coal via the Erie from Honesdale, not surprisingly, came to an end shortly thereafter. From a notice that was published in the February 11, 1871 issue of the *Carbondale Advance*, we learn that the D&H stopped shipping coal from Honesdale via the Erie on Tuesday, February 7, 1871:

"The Delaware & Hudson Canal Company stopped shipping coal from this point by Erie Railway, on Tuesday last, the 7<sup>th</sup> inst. Only about 2,500 tons remain on our docks; a supply which from present appearances is likely to be pretty well exhausted by local consumption, before mining operations are resumed. Notwithstanding the advance in prices elsewhere, and the prospective scarcity here, coal is still selling Honesdale at old rates.--*Honesdale Herald*." (*Carbondale Advance*, February 11, 1871, p. 3)

From John V. Buberniak's *History of the Jefferson Branch* we learn that

- On May 5, 1871 the first shipment of freight other than coal over the line was shipped to J. Benjamin & Company of Carbondale on May 15, 1871. The shipment: 50 tons of pig iron.
- On May 15, 1871, passenger service was inaugurated on the Jefferson Branch.

### **Markets for D&H Coal**

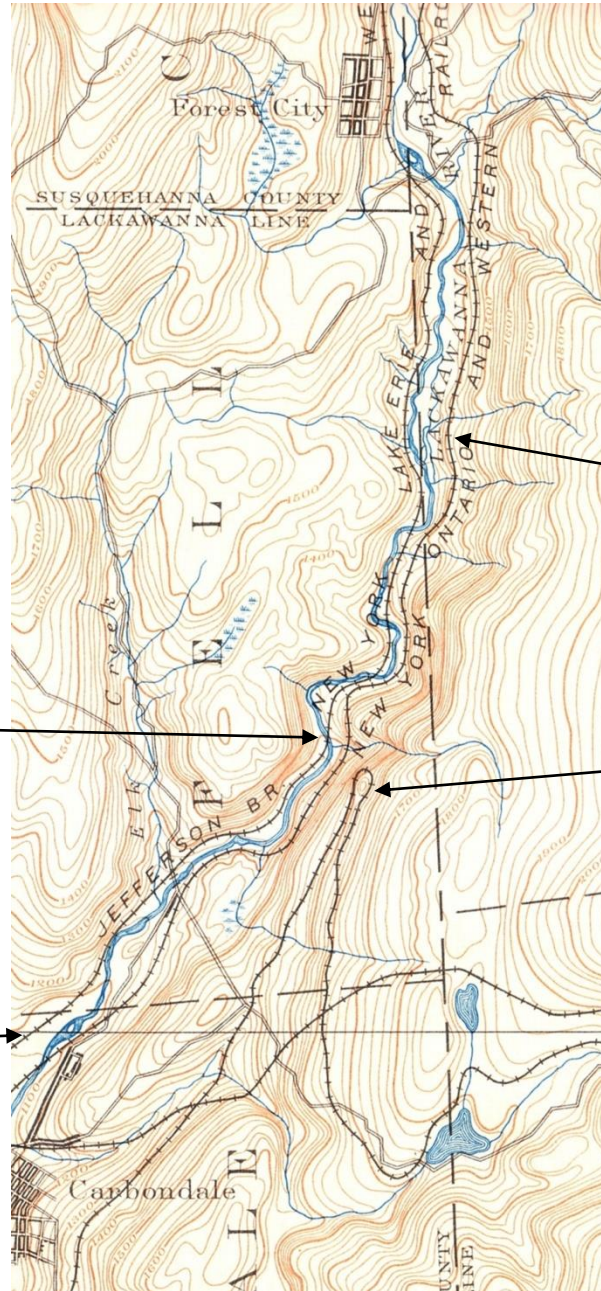
Up to 1868, when the Erie rails were extended to East Honesdale, D&H markets for coal were largely New York City, New England, and Hudson River points. With opening of the Erie line to East Honesdale, those D&H markets to the East were significantly strengthened. In the following year, 1869, additional markets to the south were opened when the D&H entered into an agreement with the Northern Central Railway Company to transport coal from Wilkes-Barre to Baltimore. Further, during 1870, \$3,000,000 was expended in improvements and in constructing railroad connecting the mines with the Erie Railway and the building of a locomotive road between Carbondale and Scranton. (1.5 million on the Valley Road, which opened on July 4, 1870). With the opening of the Jefferson Branch of the Erie from Carbondale to Lanesboro, existing markets for D&H coal were further expanded and strengthened via the A&S (leased February 1870) and the R&S.

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### **Map Views of the Completed Jefferson Branch from Carbondale to Lanesboro**

Let's now take a closer look at the route of the Jefferson Branch from West Carbondale to Lanesboro.

Carbondale to Forest City: topographical map, Carbondale, 1892, reprinted 1945



The Jefferson Branch begins in Lackawanna County at Carbondale, and passes into and out of Wayne County (once), before entering Susquehanna County, south of Forest City.

New York, Ontario and Western Railroad

Shepherd's Crook on the D&H Gravity Railroad

A photograph of this bridge on the Jefferson Branch over the Lackawanna River, taken in 2009, is shown on the following page.

The Jefferson Branch of the Erie begins at the north end of the Carbondale Yard, at West Carbondale, and heads North, passing under the automobile Viaduct at Simpson, and continuing North below Jefferson Street in Simpson, on the West shore of the Lackawanna River.



Erie/D&H Jefferson Branch Lackawanna River Crossover Bridge (looking North), Just North of Panther Creek Area, June 19, 2009. Photo by the author. This is the first of the four Jefferson Branch bridges over the Lackawanna River between Carbondale and Forest City.

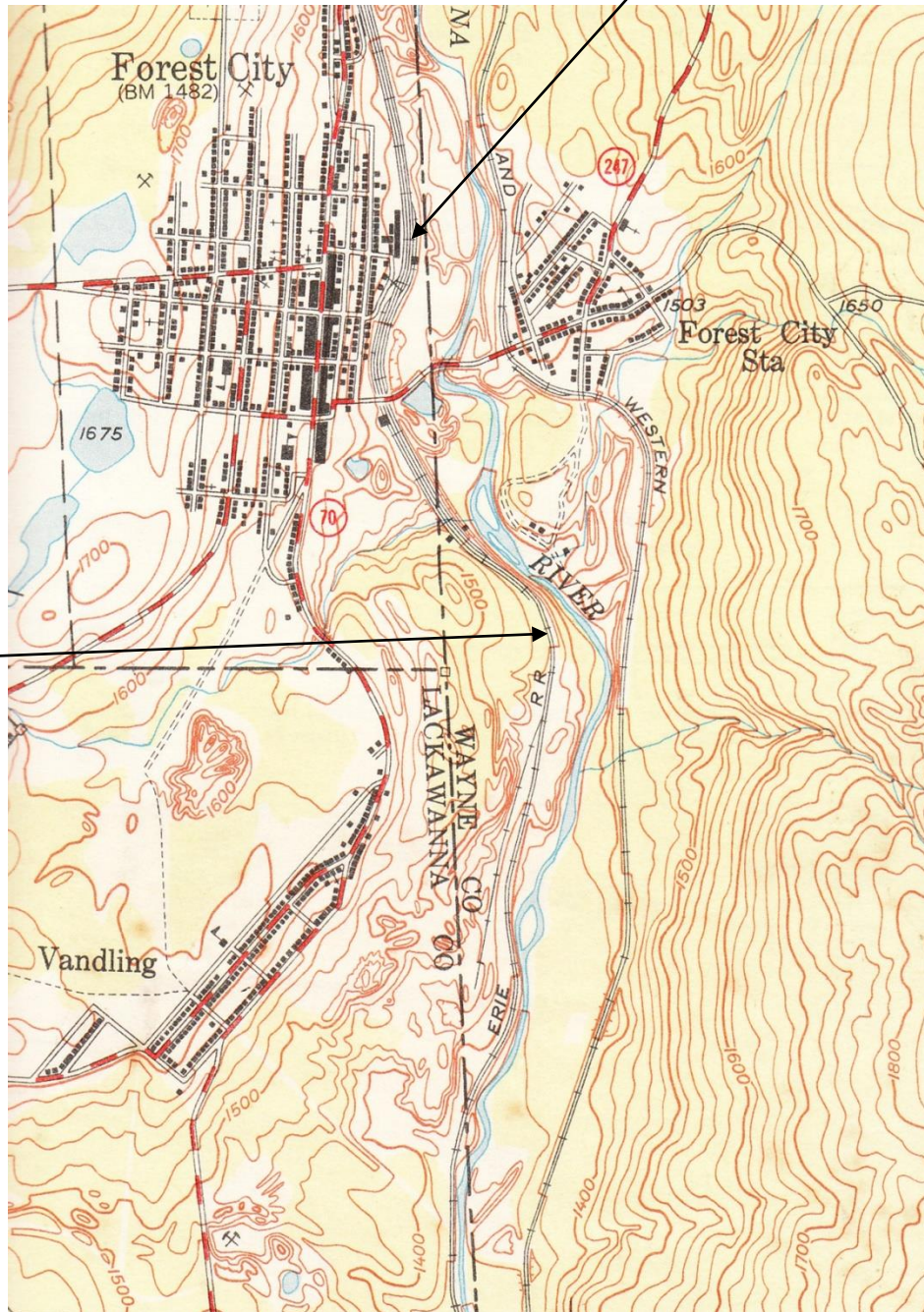
Leaving the Carbondale Yard, the Jefferson branch was on the west side of the Lackawanna River until just above the Panther Creek area. Shown above is the cross-over bridge just above/north of the area where Panther Creek empties into the Lackawanna River. Photo by the author on June 19, 2009.



Vandling: topographical map, 1949 Forest City quadrangle

Notice the number of tracks on the Jefferson Branch as it passes through Forest City.

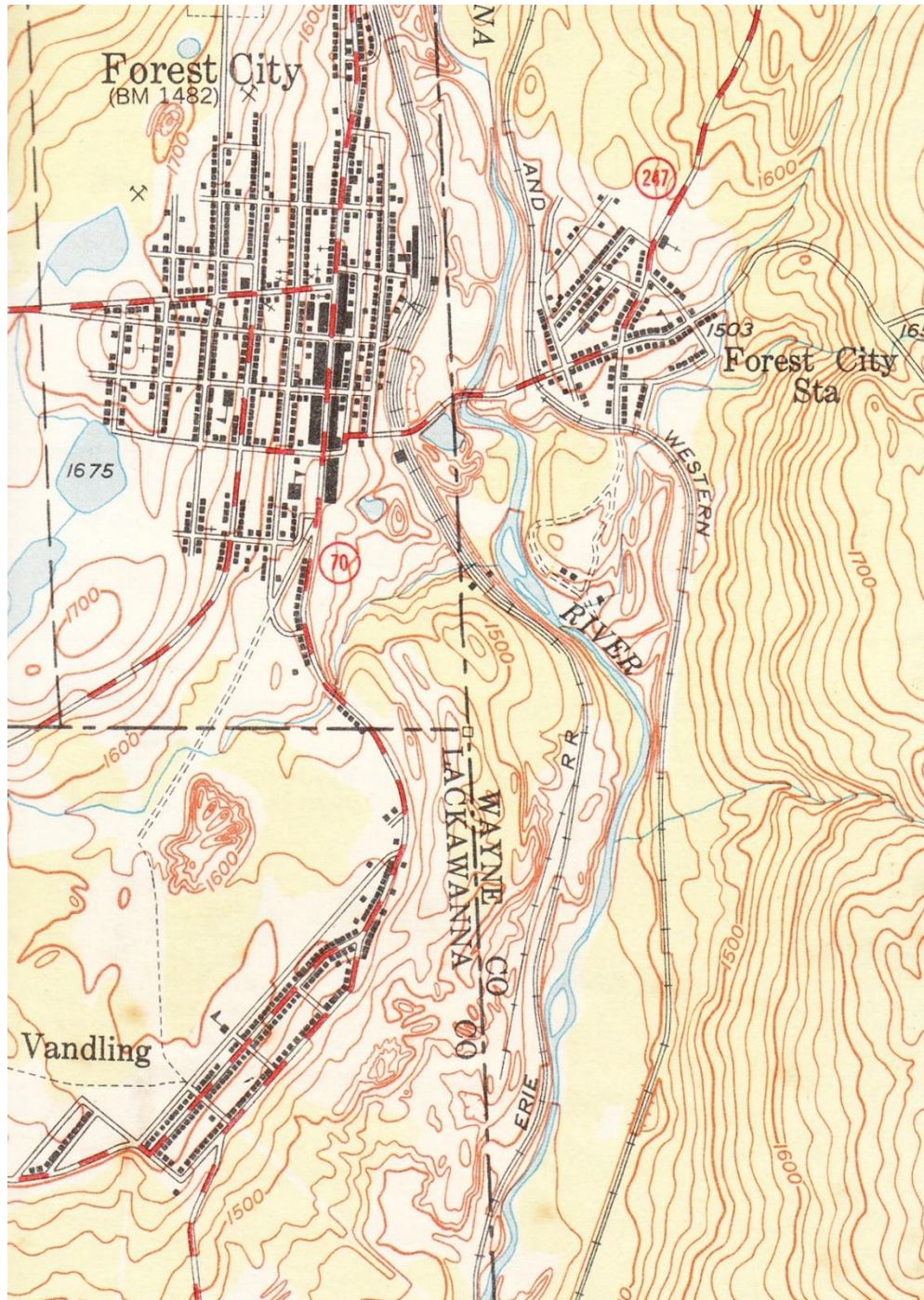
Jefferson Branch of the Erie





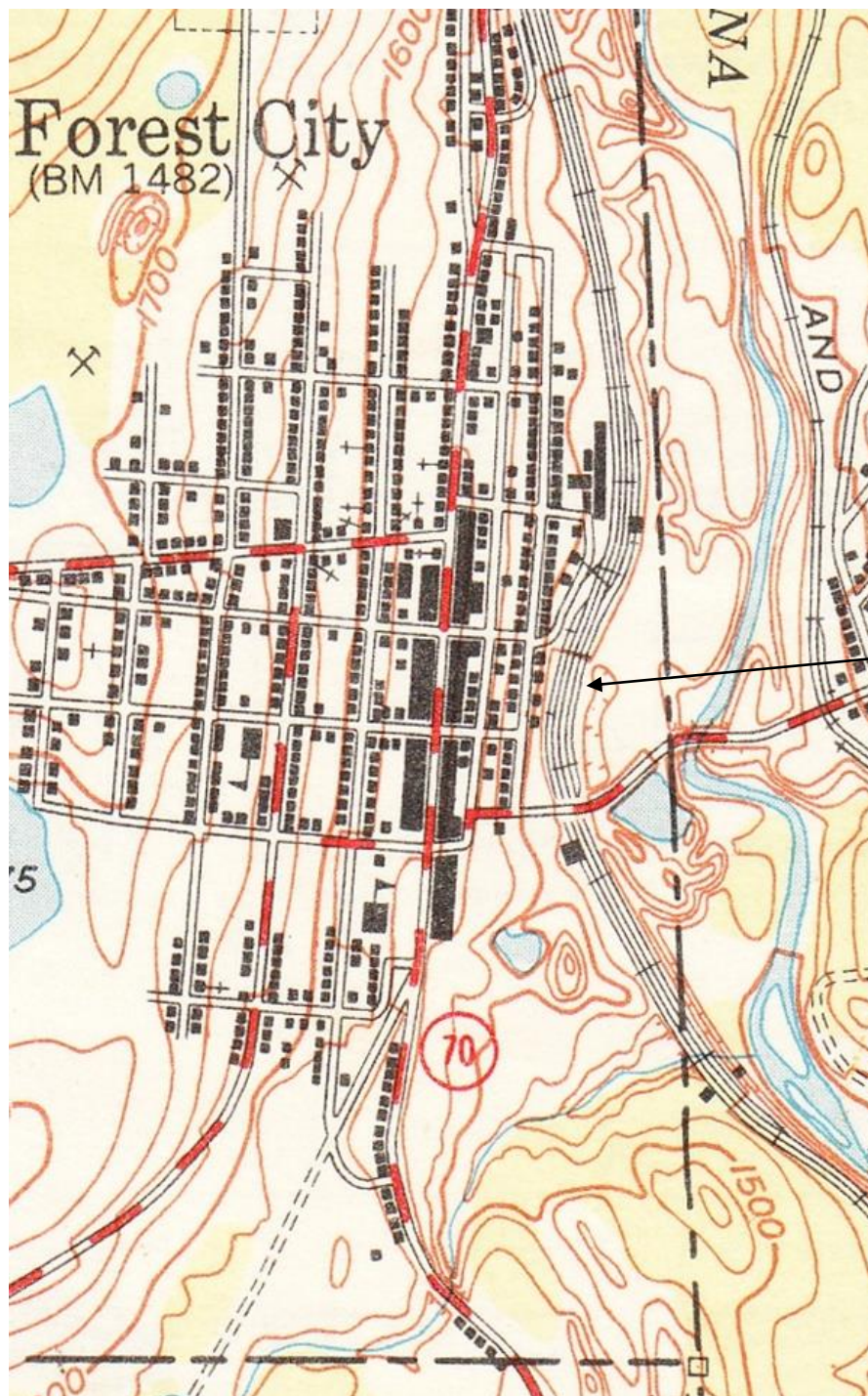
Forest City: topographical map, 1949 Forest City quadrangle

From Forest City, north, to beyond Thompson (and before Starrucca), the Jefferson Branch remains in Susquehanna County.





Forest City: topographical map, 1949 Forest City quadrangle



There were as many as five tracks on the Jefferson Branch on its way through Forest City.

# Forest City: topographical map, 1949 Forest City quadrangle



(The Delaware and Hudson Railroad Corporation / Pennsylvania Division / Time Table No. 33 / Effective Sunday, Sept. 25th, 1938 at 12:01 A.M. . . For the Government of Employees Only, p. 19):

## Forest City.

The track north of the crossover at the north end of Forest City Siding is known as Brace Brook storage track.

The track on the east side of northward siding is the Erie storage track.

A hand throw derail is located at the south end of Brace Brook storage track. A hand throw derail is located at the south end of Erie storage track.

The normal position for the switch leading from the south end of Forest City Breaker loaded track to the run-away track, must be set for the run-away track to serve as a derail.

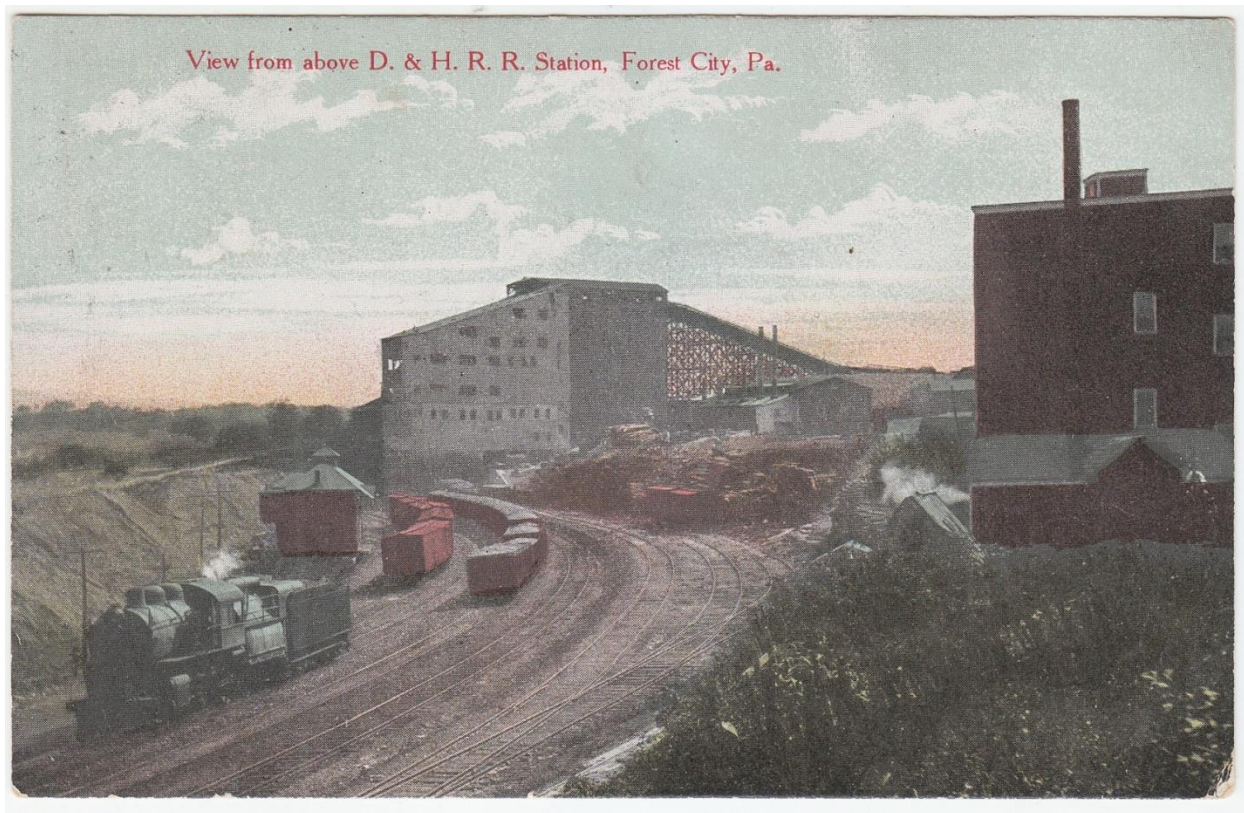
Erie storage track

Brace Brook storage track

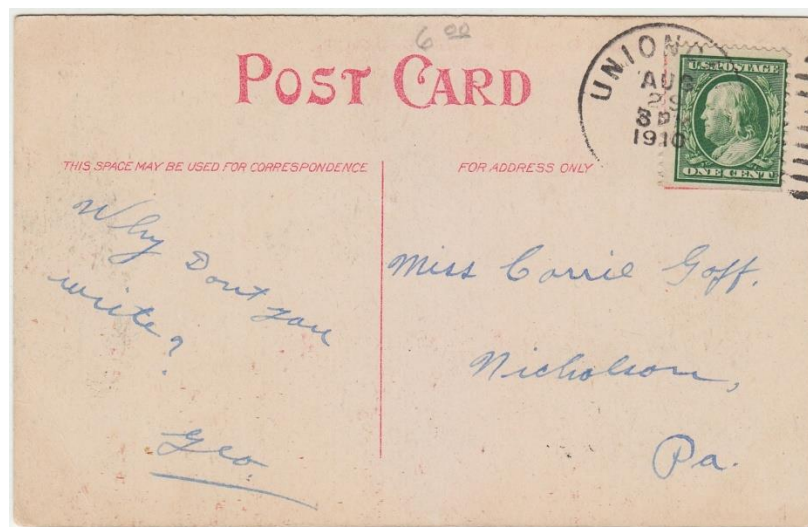
Brace Brook storage track? The location of Brace Brook Reservoir and the Brace Brook are shown herein on page 101. Erie storage track?



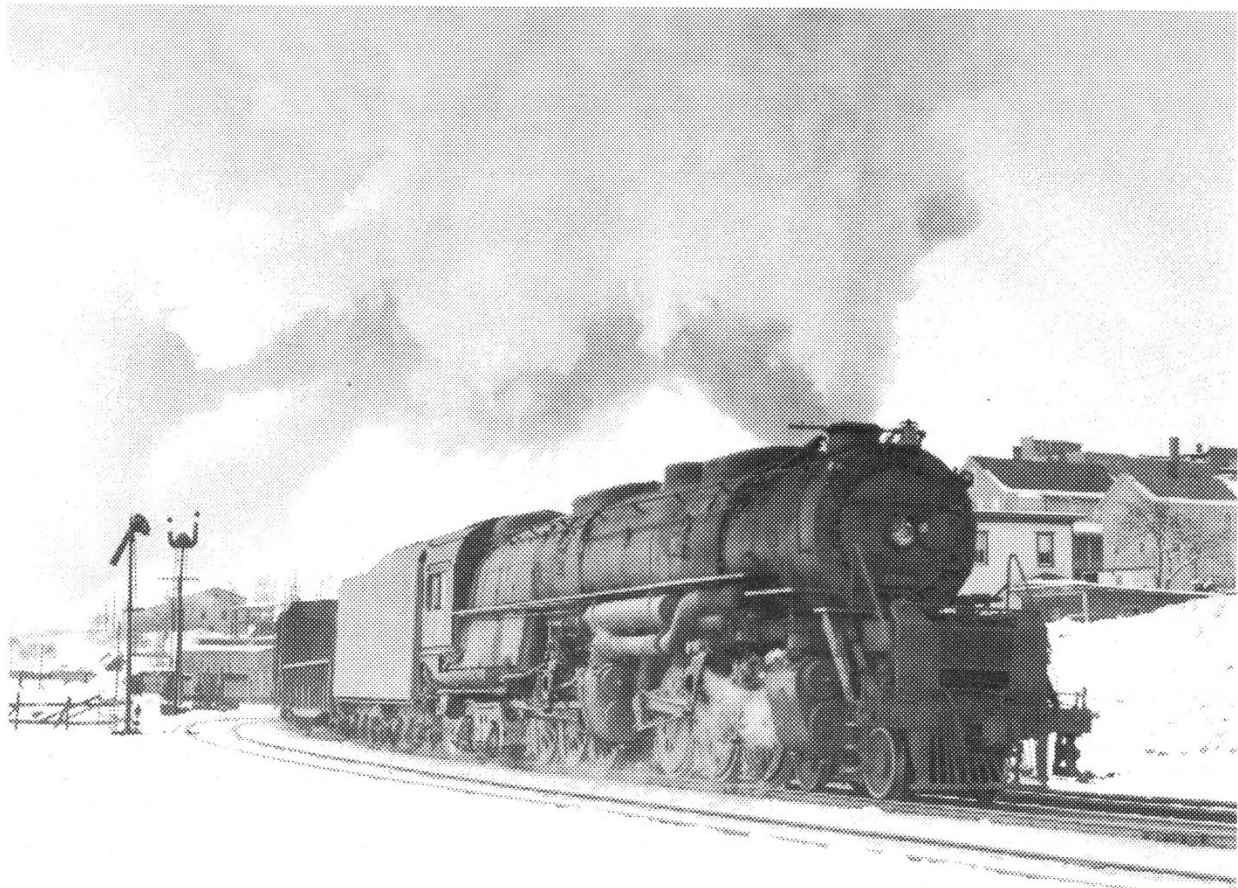
*View from above D. & H. R. R. Station, Forest City, Pa. Post card in the collection of the Carbondale Historical Society.*



Reverse of the post card shown above:



*Bridge Line Historical Society Bulletin*, January 2016, p. 37: "D&H Challenger 1526 heads up train WM-3 at Forest City, Pa. March 9, 1952 photo by Robert F. Collins. BLHS Archives, Jack MacDonald collection."

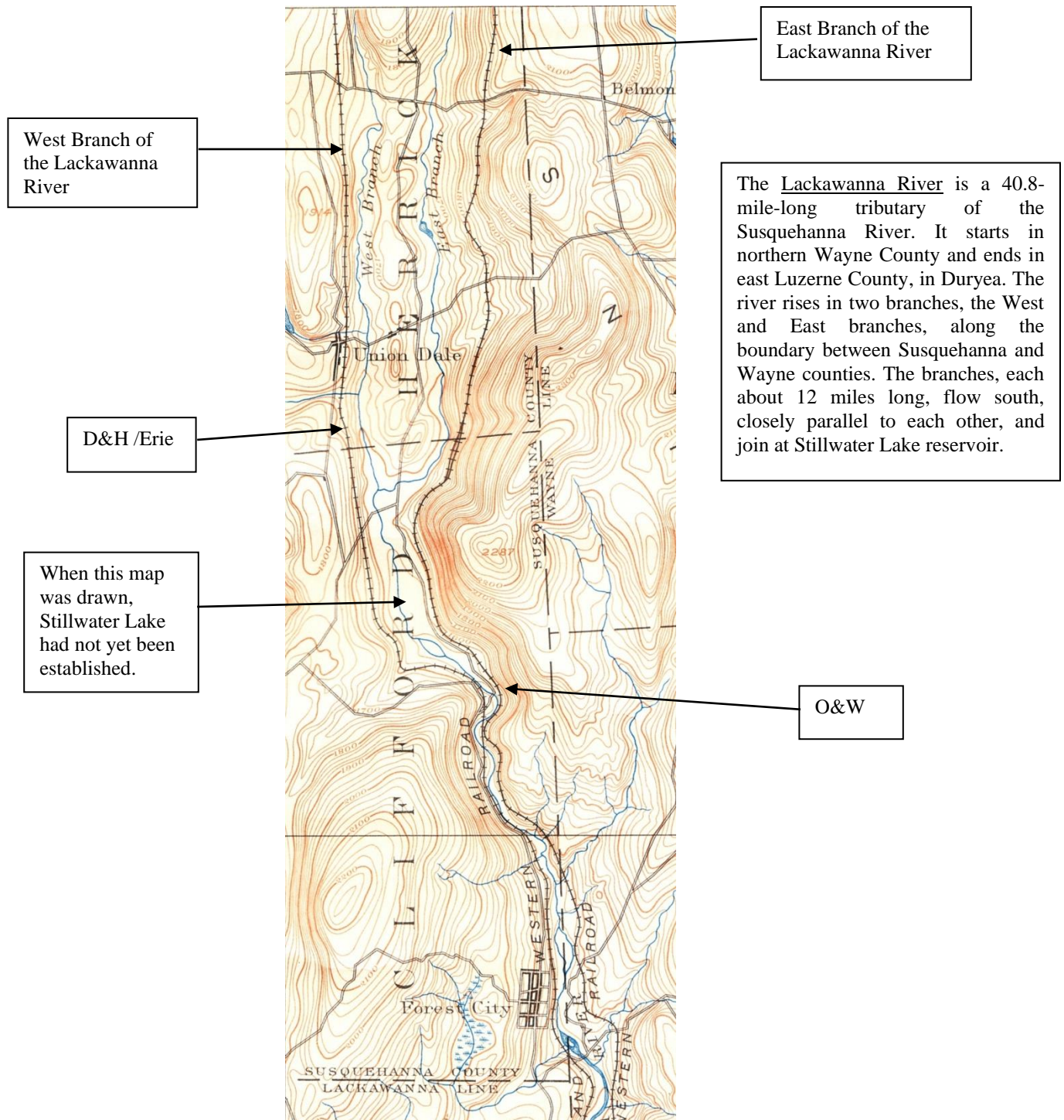


BLHS *Bulletin* — January 2016

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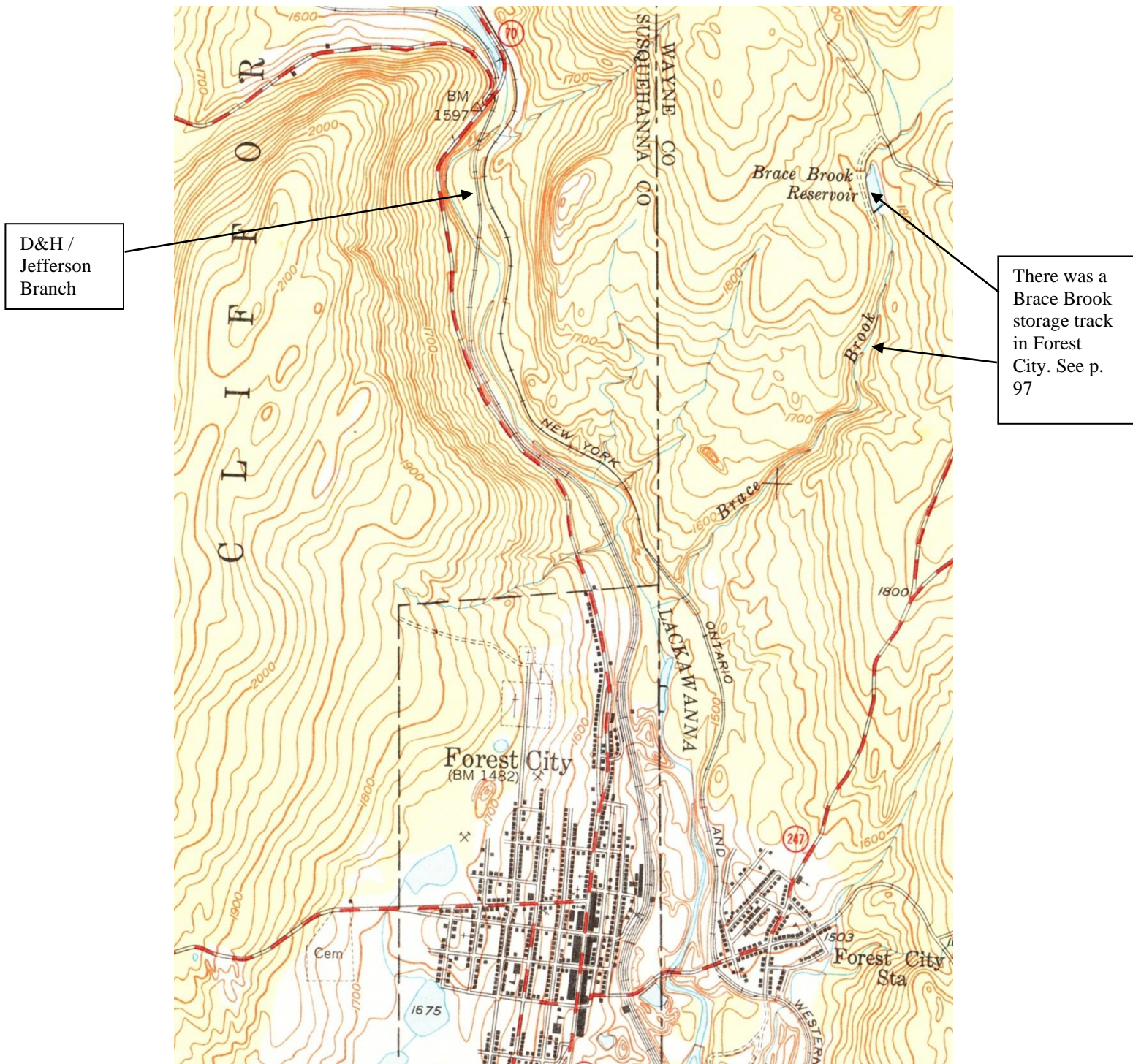


Forest City to Uniondale: topographical map, Carbondale, 1892, reprinted 1945



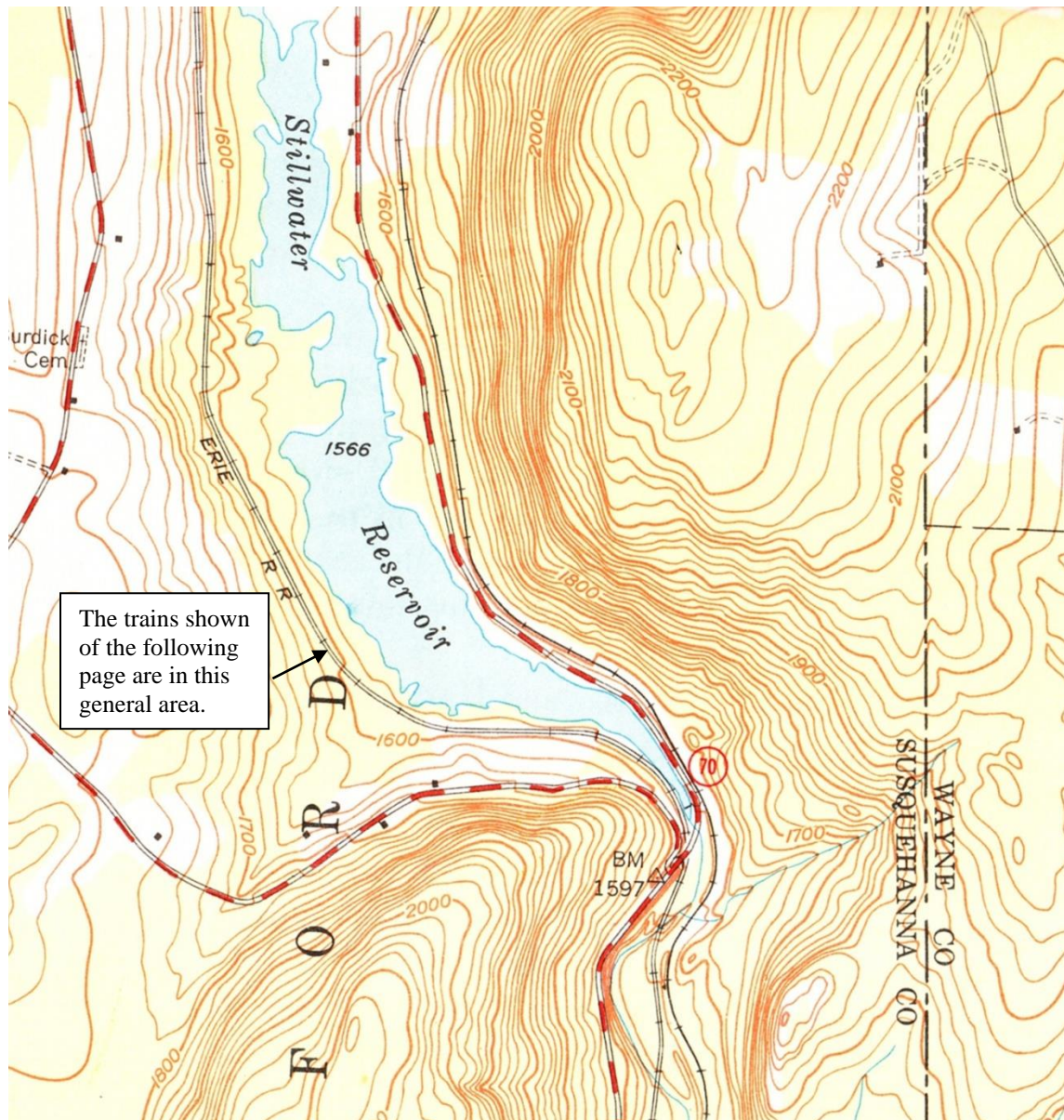


Forest City to Stillwater: topographical map, 1949 Forest City quadrangle

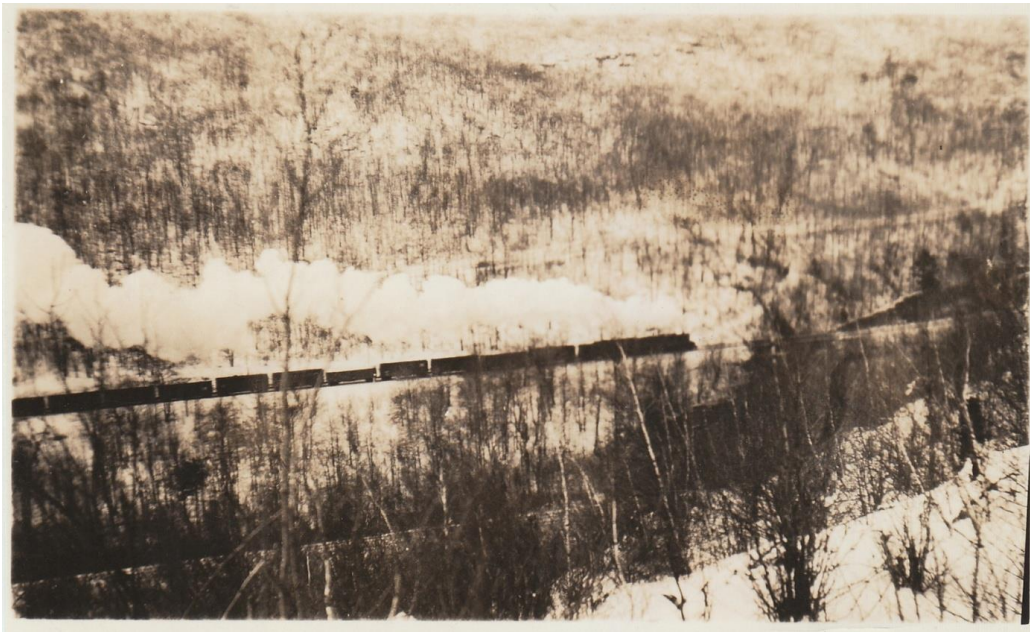




Stillwater: topographical map, 1949 Forest City quadrangle



Stillwater Reservoir was converted into Stillwater Dam/Lake (a flood-control project) at a construction cost of \$5,725,700. It opened in September 1960.



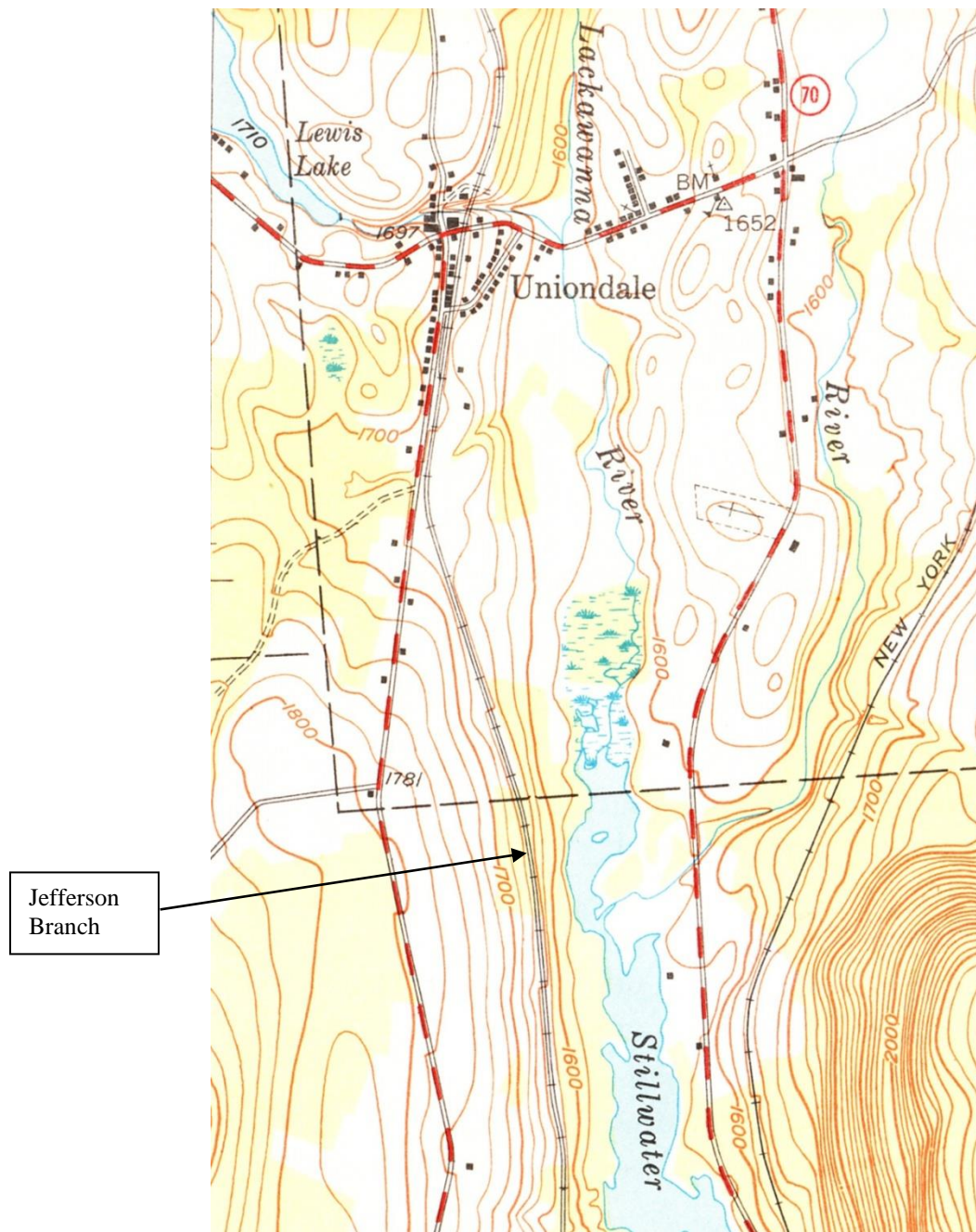
A D&H coal train ascends the grade along Stillwater Reservoir, on the way up to Union Dale. This photograph, in the collection of the Carbondale Historical Society, is dated February 22, 1943.



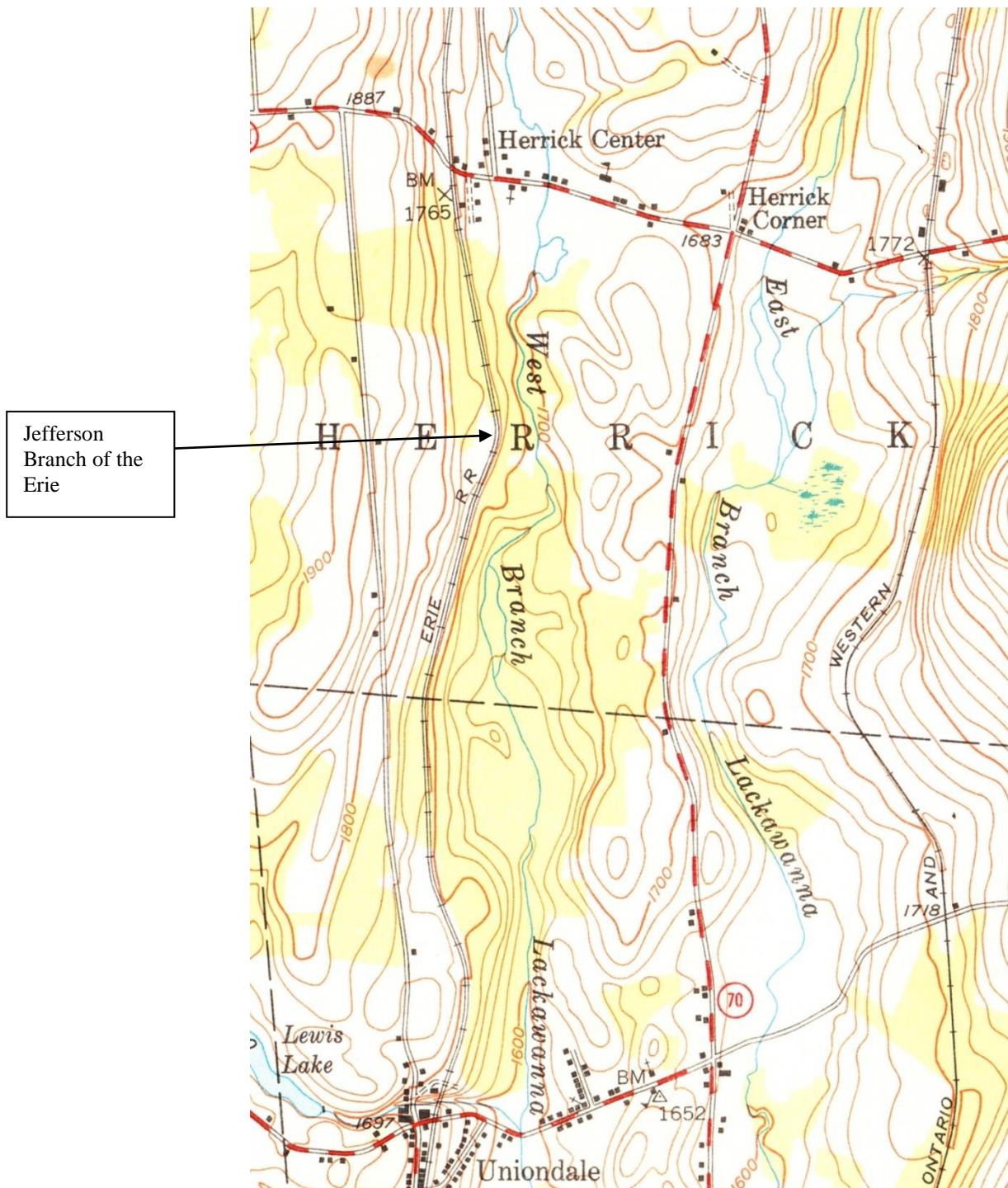
The photo given above is reproduced here from p. 5 of the November 2015 issue of the *Bridge Line Historical Society Bulletin*, where it is captioned as follows: "Slogging uphill on the Penn Division out of Forest City, PA, northbound NE-84 is at Stillwater, PA on July 5, 1978. Abandoned when the D&H purchased the former Lackawanna line between Scranton and Binghamton from Conrail, the right of way in this area has been converted into a rail trail. Photo by Joseph McCarthy."



Union Dale: topographical map, 1949 Forest City quadrangle

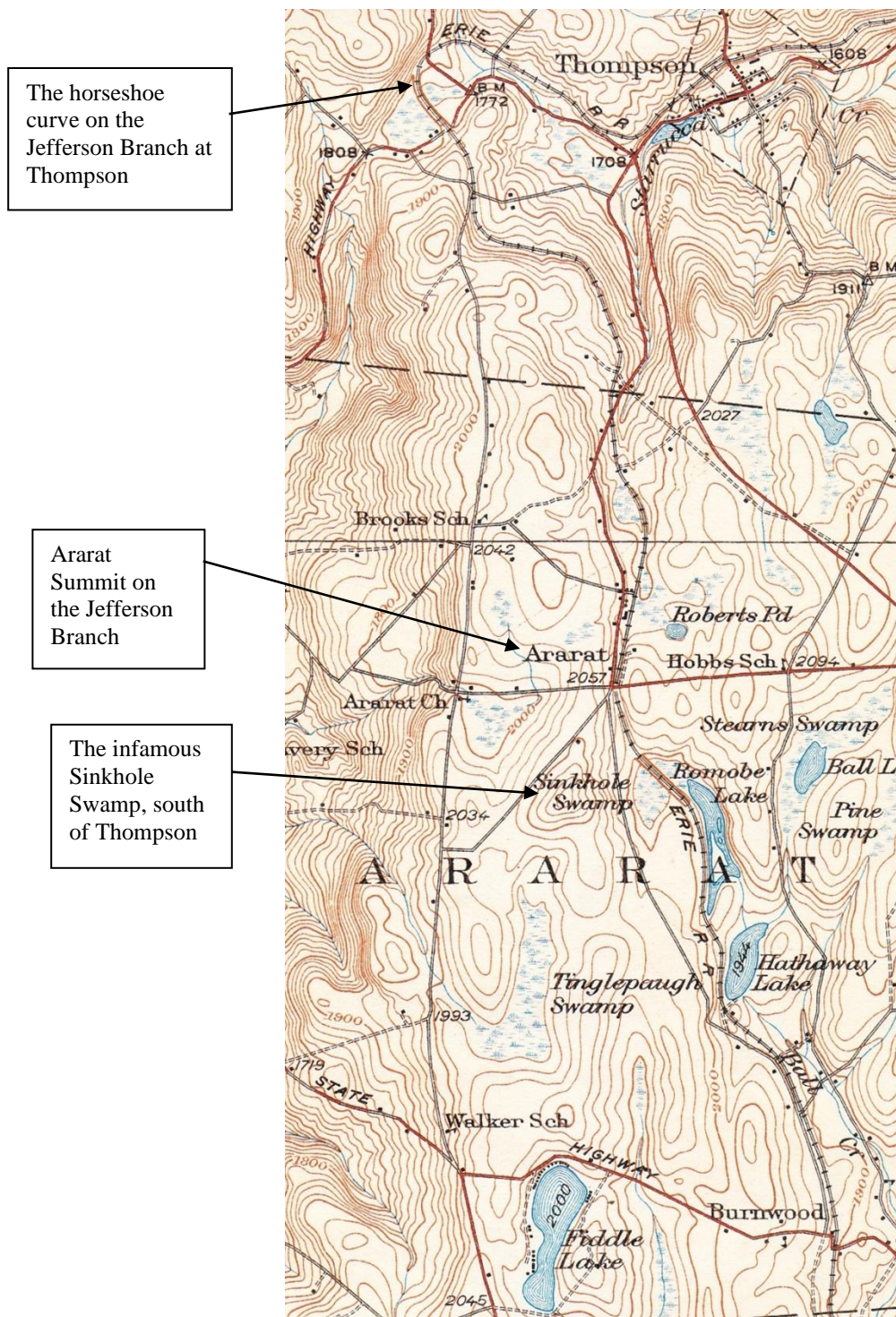


Herrick Center: topographical map, 1949 Forest City quadrangle





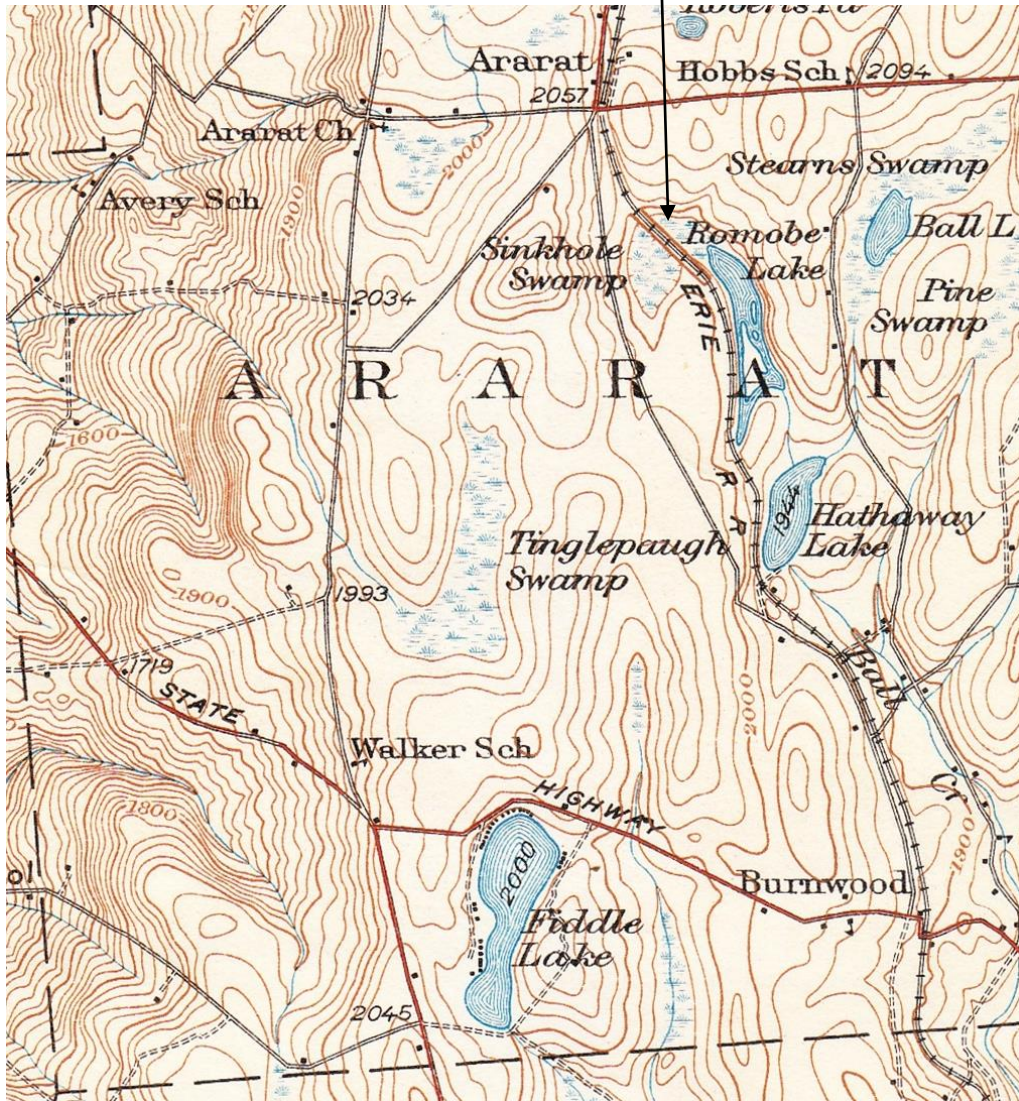
Burnwood to Thompson: 1935 topographical map, Susquehanna quadrangle





Burnwood: 1935 topographical map, Susquehanna quadrangle

The Jefferson Branch passed through the Sinkhole Swamp area at the North end of Romobe Lake.





Ararat Summit: 1935 topographical map, Susquehanna quadrangle



## Sinkhole Swamp

The contractor who built the Jefferson Branch through the Ararat section of the rail line, Sections 17-18-19-20, was Evans and Robins. Work on Sections 18-20 was completed early in May, 1870. Work on Section 17, "the Summit and the heaviest work on the road," was not completed at that time, primarily because of the difficulties encountered by Evans and Robins in establishing a rail line through the Sinkhole Swamp area.

Through the Sinkhole Swamp area a trestle, Trestle 3 ½, was constructed. It was twenty-five to forty feet in height. (Other trestle work on the line was at (1) Fall Brook, which was 1,000 feet in length and 90 feet in height, and (2) Starrucca trestle, east of Thompson station; trestle was forty to forty-five feet high; just below Starrucca there was what is known as a 'sag' where the grade changed abruptly.)

In the detailed description of a trip over the Jefferson Branch of the Erie, from Carbondale to Susquehanna, and then on the Erie's main line to Binghamton that was published (p. 3) in the *Carbondale Advance* of August 4, 1877, we read the following about Trestle 3 ½:

"There is a saw-mill and post-office here [Ararat Summit], but the houses are few and far between. Near here is the longest trestling on the road [Trestle 3 ½ over Sinkhole Swamp]. It is built on a curve, and is a model of modern engineering skill. The cars run very slow over these high works, and some timid persons breathe freer when they are crossed."

During construction of the rail line in 1869, the following article about construction difficulties at Sinkhole Swamp was published in the *Susquehanna Journal* (reprinted in the *Carbondale Advance* of August 28, 1869, p. 3):

**"JEFFERSON RAILROAD.**--The heaviest cut on the road is at Ararat Summit. For the distance of fourteen hundred feet, or one-fourth of a mile, the excavation is entirely of earth, which is being removed on cars running on a temporary track to the south, forming an embankment for the road across the long marsh. There are about one thousand men employed on the road.--*Susq. Journal.*" (*Carbondale Advance*, August 28, 1869, p. 3)

Two years later, in 1871, the Sinkhole Swamp area was still a source of trouble: a solid rock bed for the rail line had still not been attained:

**"Jefferson Railroad Summit.** / The small swamp on the line of the Jefferson Railroad, near the summit, about 18 miles North, is still a source of trouble. The necessity of a solid road bed there seems to be yet unattained. Immense quantities of gravel and culm have been dumped there, and still the track settles. Bottom will undoubtedly be finally reached, but more work is yet required." (*Carbondale Advance*, March 18, 1871, p. 3)

The numerous land slides on the Jefferson Branch during the Spring thaw in the 1871 were all loaded into cars and dumped in the Sinkhole Swamp in a effort to establish as solid bed for the rail line there:

**"Land Slides.** / The spring thaw has produced numerous land slides in the deep cuts on the Jefferson railroad. This material when loaded into cars can all be used in the swamp to good advantage." (*Carbondale Advance*, March 18, 1871, p. 3)

The many land slides on the Jefferson Branch during the Spring of 1871 delayed the opening of the Jefferson Branch in that year.

**"Land Slides on the Jefferson.** / We understand that the work of clearing the deep cuts on the Jefferson R. R., North of us, has been so extensive that trains have not yet reached the swamp on the summit from this place. It will take some weeks yet to get the line in good running order." (*Carbondale Advance*, April 1, 1871, p. 3)

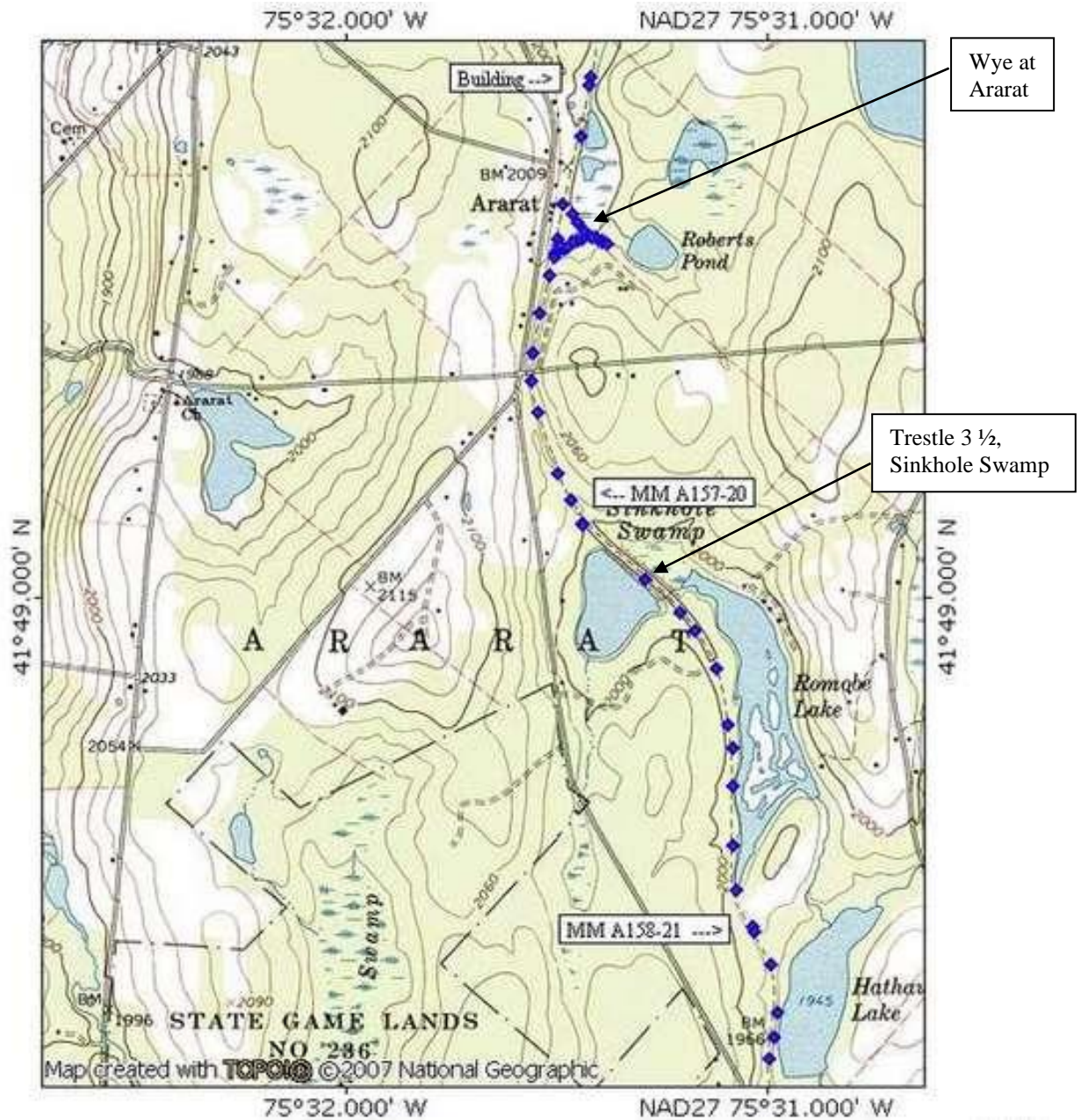
Thirteen years after the opening of the Jefferson Branch, in 1883, the D&H was still having problems at Sinkhole Swamp:

"Trestle 3 ½ on the Jefferson Branch is causing the Erie company considerable trouble, or to use an old expression, more trouble than it is worth. The trestle is quite a high and long one and is built over a swamp or overgrown lake. Its foundation is none of the strongest, and on several occasions the trestle has sunk some little way in the swamp. Lately the Erie Co. conceived the idea of filling in their trestles on the Jefferson Branch with culm, but when they came to fill trestle 3 ½ they found they had an elephant on their hands, in other words the swamp did not take kindly to culm and refused to be filled. The weight of the culm appears to have forced the trestle lower than ever, and one veracious engineer says the stumps of trees on both sides of the track are leaning at quite an angle towards the trestle. The opinion is very freely expressed that some other way of making the trestle safe will have to be devised other than that of filling with culm." ("Railroad Matters," *Carbondale Leader*, February 23, 1883, p. 2)

On the map on the following page, we see the Sinkhole Swamp area south of Ararat, as well as the location of the wye\*at Ararat Summit (between the rail line and Roberts Pond), where pusher locomotives could be turned.

\* Wye: a track constructed in the shape of a long "Y" with a switch at the throat of the "Y"



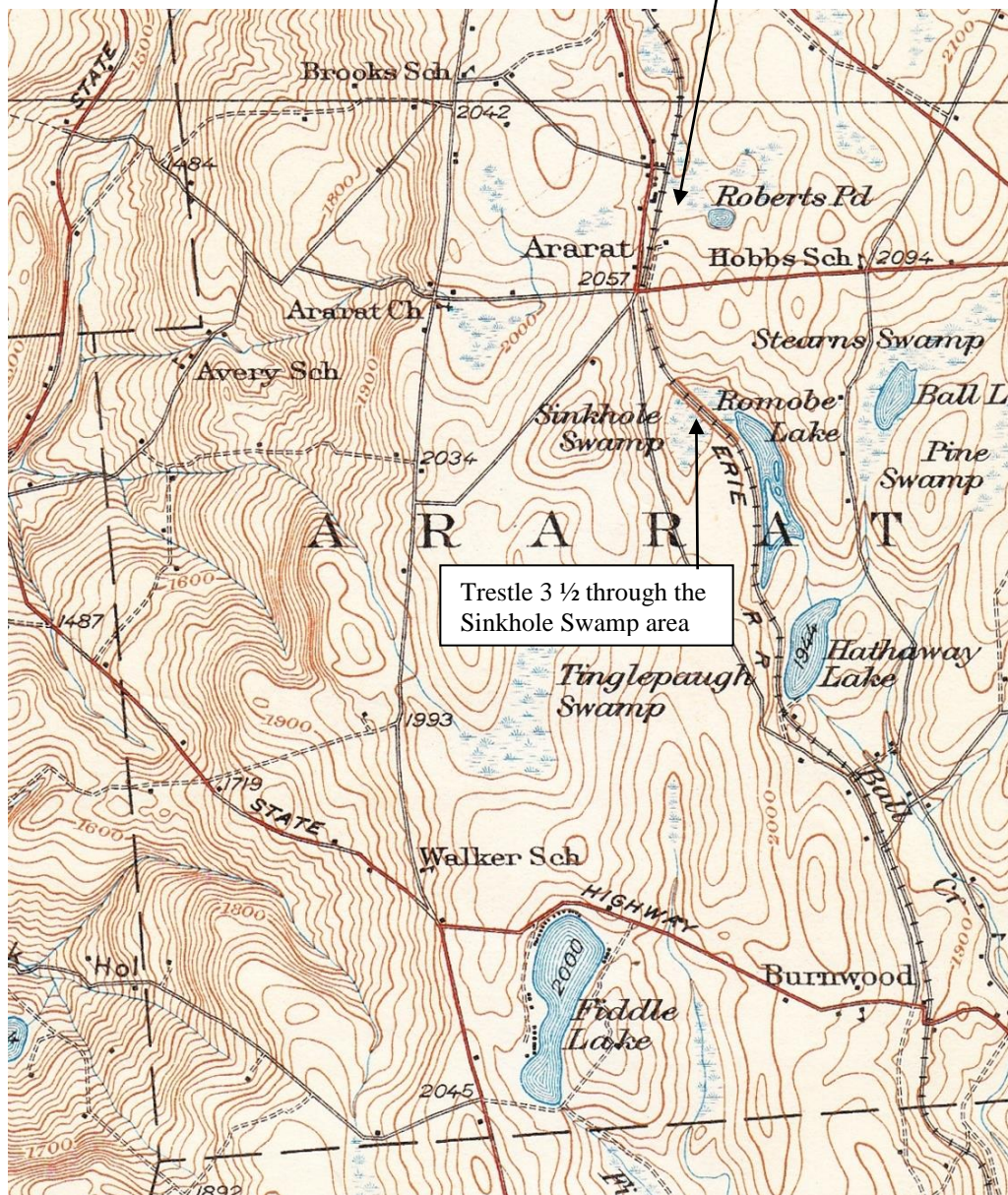


This map was downloaded from nepaview.com on June 13, 2015.



Shown below is a detail of the Ararat Summit area of the Susquehanna quadrangle of the 1935 U. S. Geological Survey topographical map. On this detail are shown the location of the wye at Ararat Summit as well as the Sinkhole Swamp area at the north end of Romobe Lake.

Wye at Ararat. Thanks to nepaview.com (see preceding page) or positively identifying this site.



Shown below is the photo page for the November calendar page in the 1993 Lackawanna & Wyoming Valley Railway Historical Society's 1993 calendar. Photo caption by—and perhaps photo in the collection of—Bob Malinowski.

The caption on this photo there reads:

"Delaware & Hudson Challenger No. 1534 and its 78 car train pass Sink Hole Siding on the D&H mainline near Ararat, Pennsylvania in this October, 1950."

The "Sink Hole Siding" was surely in close proximity to or through the swamp that caused the Erie so much trouble over the years.



On page 31 of *Final Report January, 2002 Chapter 7 2 – Description of the Watershed, Chapter 2, Description of the Upper Lackawanna Watershed, Physical Setting of the Upper Lackawanna Watershed*, we read the following about the Sinkhole Swamp:

*"Sinkhole Swamp.* This swampy tract along the former Jefferson Branch Railroad (now the D&H Rail Trail) about a mile south of Ararat marks the site of an interesting engineering failure at the time of the original construction of the line. With no thought about possible adverse foundation conditions, a large earthen or coal ash embankment was quickly thrown across a swamp at the

north end of Romobe Lake. The muddy and organic swamp sediments were apparently so impermeable to water movement that the heavy embankment floated on its insubstantial foundation for several months after the initial opening of the railroad in September of 1870, but then suddenly collapsed (in November)—as if into a bottomless pit. / The entire embankment was lost. Subsequent test piles into swamp found the hard bottom to be more than 160 feet below ground level. (The swamp apparently marked the former site of a large glacial ice block, the original deep kettle-hole pond having filled in with soft sediment in the thousands of years since the block melted.) The railroad was closed for four months while a new, more substantial embankment was constructed."

The Sinkhole Swamp is part of the Upper Lackawanna Watershed. The Upper Lackawanna Watershed includes: the Upper Lackawanna River corridor from the Simpson Viaduct north to Stillwater Lake and Dam, including feeder streams, such as Brace Brook and Panther Bluff Creek; Stillwater Lake and Dam area; the East branch of the Lackawanna River with its feeders and lake sources such as Dunn's Pond, Independent Lake, Lake Lorrain, and others; the West branch of the Lackawanna with its feeders and lake sources such as Hathaway Lake, Romobe Lake, and others; and Fiddle Lake Creek with its feeders and lake sources such as Louis [Lewis] Lake, Lowe Lake, and Fiddle Lake, which joins the West Branch just above Stillwater Lake. The Upper Lackawanna watershed encompasses 56 square miles, or about 14 percent of the entire Lackawanna River basin, which extends for 350 square miles to the Susquehanna River.

Special thanks to Karl Barbee for bringing to our attention the above material on the Upper Lackawanna Watershed.

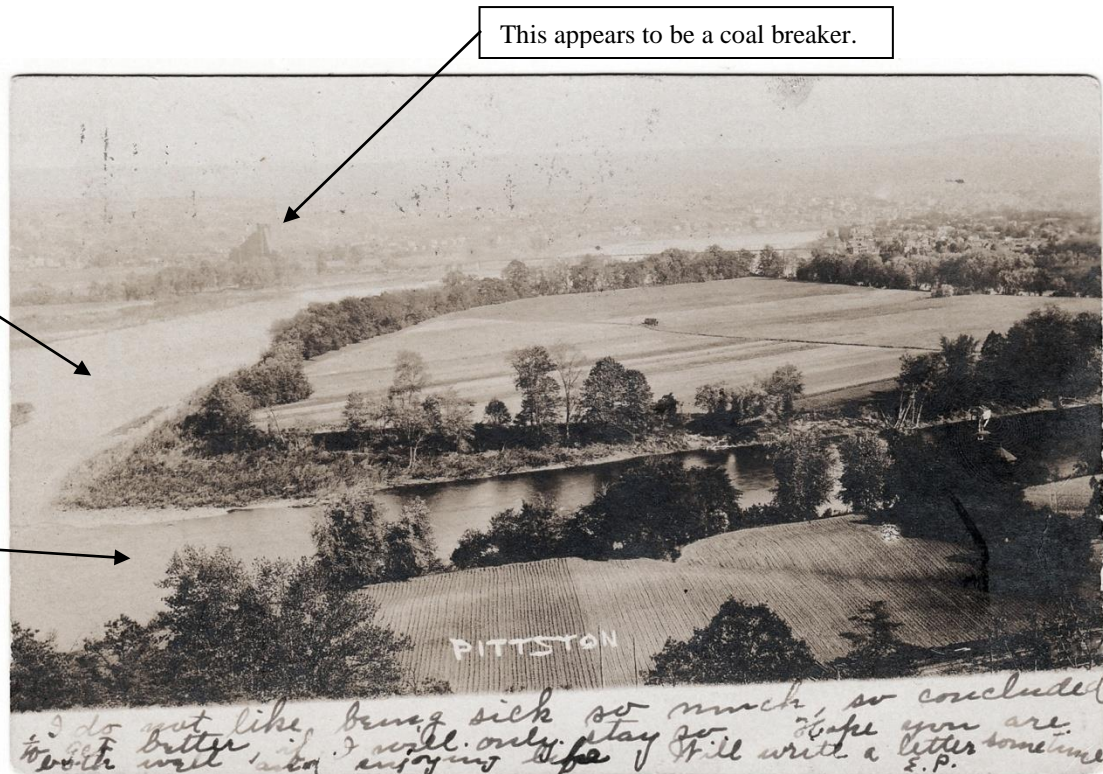
### **The East and West Branches of the Lackawanna River join at Stillwater Lake reservoir:**

The Lackawanna River is a 40.8-mile-long tributary of the Susquehanna River. It starts in northern Wayne County and ends in east Luzerne County, in Duryea. The river rises in two branches, the West and East branches, along the boundary between Susquehanna and Wayne counties. The branches, each about 12 miles long, flow south, closely parallel to each other, and join at Stillwater Lake reservoir.

The combined river flows southwest past Forest City, Carbondale, Mayfield, Jermyn, Archbald, Jessup, Blakely, Olyphant, Dickson City, Throop, Scranton, Taylor, Moosic, Old Forge, and Duryea. It joins the Susquehanna River at the northern boundary of Pittston about 8 miles west-southwest of Scranton.



The confluence of the Lackawanna and Susquehanna Rivers at Duryea/Pittston. This post card is in the collection of the Carbondale Historical Society.

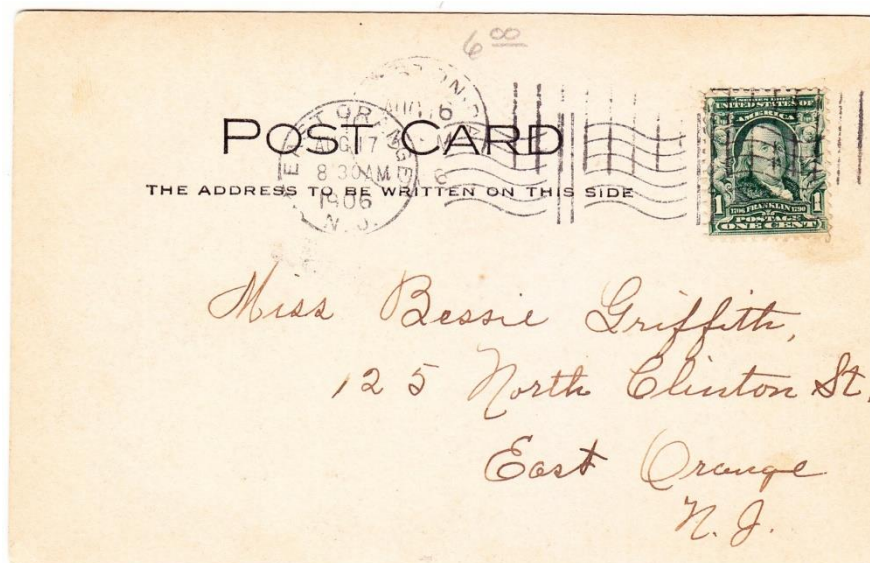


This appears to be a coal breaker.

Susquehanna River

Lackawanna River

Reverse of the post card shown above:



The message written on the card: "I do not like being sick so much, so concluded to get better, if I will only stay so. Hope you are both well and enjoying life. Will write a letter sometime. E. P."

More on Ararat, from: *The Delaware and Hudson Railroad Corporation / Pennsylvania Division / Time Table No. 33 / Effective Sunday, Sept. 25th, 1938 at 12:01 A.M. . . For the Government of Employes Only*, p. 19:

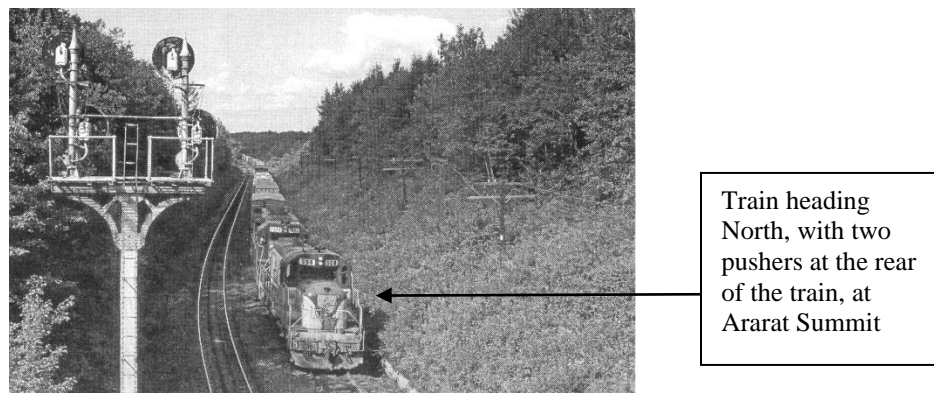
#### Ararat

A double mast, two positions, upper quadrant, manual home block signal, located at northward end of Ararat passing siding, controlled from Y. D. Tower, will govern Northward movements on the Northward main track and from the Northward siding to the main track.

A train finding the Northward manual home block signal in stop position will call telegrapher at Y. D. Tower over telephone located on signal mast, for instructions.



*Northbound D&H freight meeting Southbound D&H freight at Ararat Summit, PA.*



The photo given above is reproduced here from p. 21 of the March 2015 issue (p. 21) of the *Bridge Line Historical Society Bulletin*, where it is captioned as follows: "D&H RS3m #508 and GP39-2 #7408 pushing WR-7 over the top at Ararat, Pa. They will 'cut off 'on the fly' and return light to Hudson yard, following southbound train RW-6. September 7, 1980 photo by Mike Bischak."



In the photo given below, D&H RS3m #508 and GP39-2 #7408 (tiger stripes) have pushed WR-7 north up the Ararat grade and have cut off on the fly cut off on the fly and are seen here on their way south to the Hudson yard. This photo is from page 13 of the June 2016 issue of the *BLHS Bulletin*, where it is captioned as follows: "D&H RS3m #508 and GP39-2 #7408 (tiger stripes) running light southbound after pushing WR-7 (in distance) north up the Ararat grade. Sept. 7, 1980 photo by Mike Bischak."



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“D&H U33C #706 heads a D&H freight held at Ararat Summit as another D&H freight passes. A crewman is doing a roll-by inspection of the second freight. May 6, 1972 photo by Hugh L. Strobel.” *BLHS Bulletin*, p. 17; March 2016. Same photo with same caption on page 13 of July 2016 of *BLHS Bulletin*.

"Locomotive 1527 accident at Ararat Summit on January 16, 1947, T. Harding, Engineer." Shown here are two of the five photographs of this accident in the archives of the Carbondale D&H Transportation Museum.





*Locomotive #1527 on October 14, 1951, at Starrucca. This photo is reproduced here from the February 2016 issue of the *Bridge Line Historical Society Bulletin*, p. 45, where it is captioned as follows: "D&H Challenger #1527 with freight RW-4 at Starrucca, Pa. October 14, 1951 photo by Robert F. Collins. BLHS Archives, MacDonald collection."*



From Ararat Summit it's all downhill to Lanesboro. On that stretch of track between Ararat Summit and Starrucca, in December 1899, an Erie train crew had a thrilling experience in December 1899. In the *Carbondale Leader of*, December 13, 1899, we read:

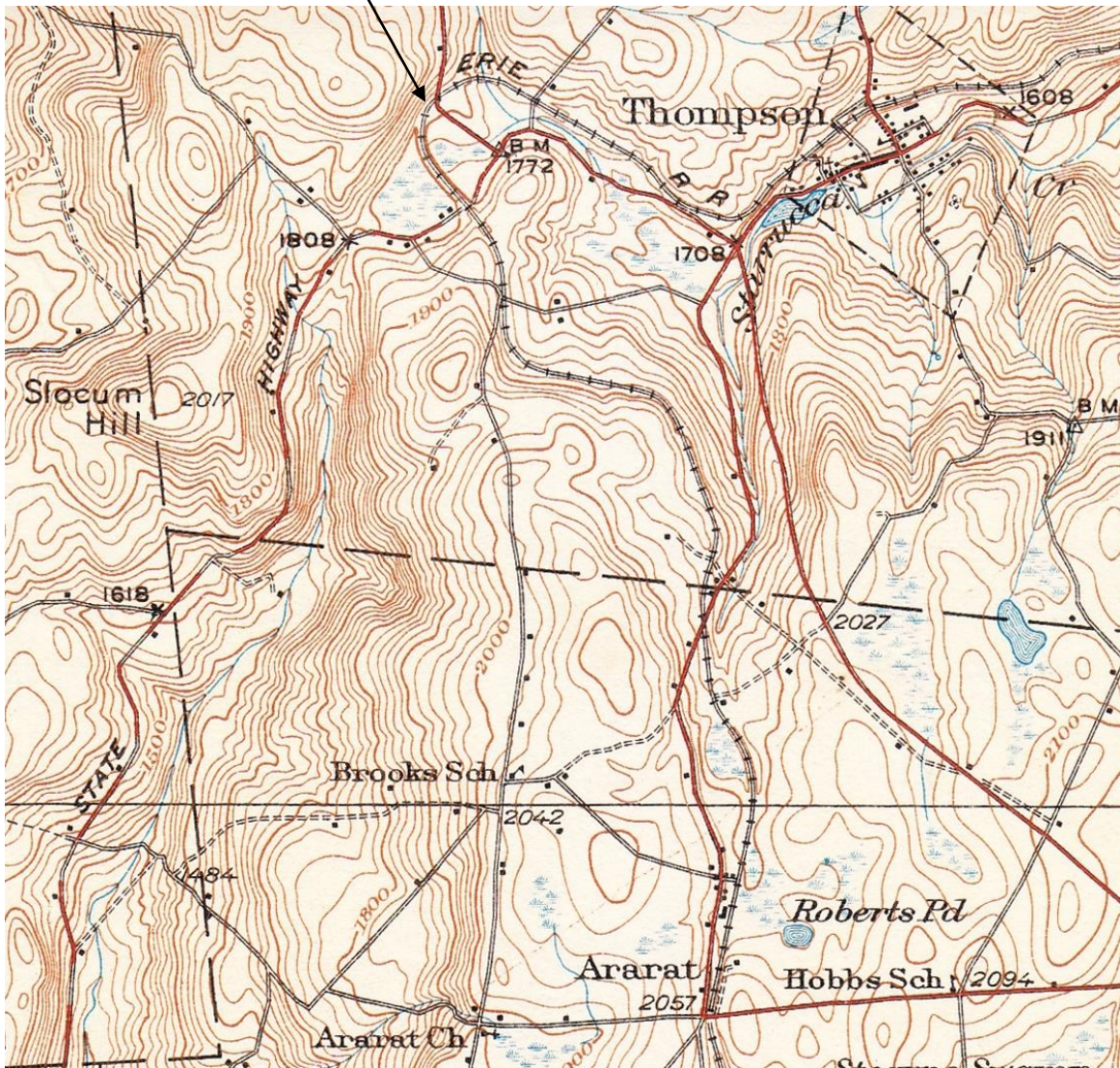
". . . Another tale of a thrilling experience by a whole crew of Erie trainmen has just leaked out. At Ararat Summit the Erie company have recently built a yard and trains that leave this city are usually 'made up' again at that point. Trains that come to this city from points north of there usually make changes at the Summit also and previous to last Wednesday the flagman was obliged to set all switches right as the train left. In order to save time the caboose was cut from the train and held for the flagman while he closed the switches. The train went on, the caboose catching up afterwards. The grade here is very steep and it is said that the trainmen of the crew in question lost control of the train and the whole business ran away. Even the firemen left his place in the cab to go out on the train and set brakes. The distance from the Summit to Starrucca is eight miles, the train covering that distance in less than seven minutes, going over Starrucca trestle with the speed of a cannon ball. Just below Starrucca is what is known as a 'sag' where the grade changes abruptly and here the trainmen succeeded in regaining control of the train, so the caboose could catch up. Now a man is kept at Ararat Summit to close switches so the caboose need not cut from the train."(**TWO THRILLING EXPERIENCES. / They Occurred on the Jefferson Division of the Erie—A Train Runs Away.**) (*Carbondale Leader*, December 13, 1899, p. 2)

From that account of a thrilling experience at Ararat Summit in December, 1899, we learn some very interesting details about tracks/roadbed/operating procedures at Ararat Summit in 1899. We learn that

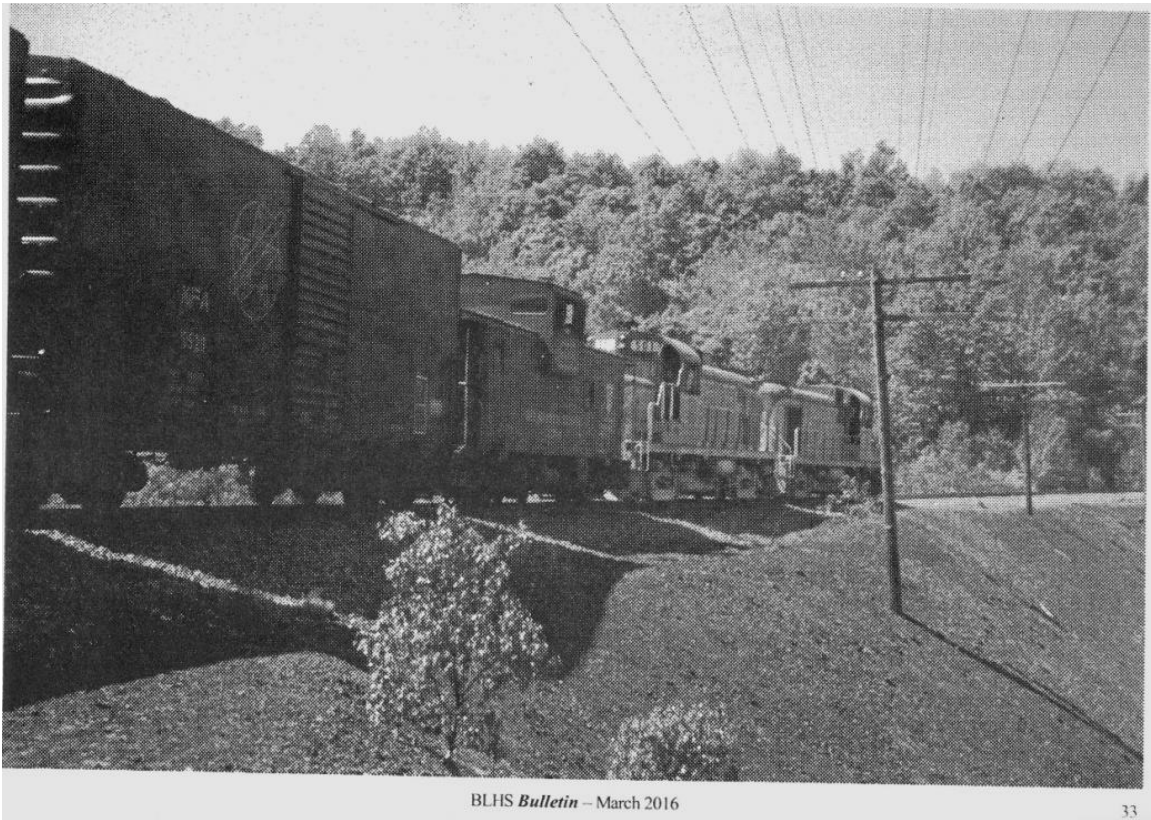
- At Ararat Summit the Erie company have recently built a yard and trains that leave Carbondale are usually 'made up' again at that point.
- At Ararat Summit trains that come to Carbondale from points north of there usually make changes at the Summit also.
- Previous to December 6, 1899, the flagman was obliged to set all switches right as the train left. (In order to save time the caboose was cut from the train and held for the flagman while he closed the switches. The train went on, the caboose catching up afterwards.)
- Beginning December 7, 1899, a man is kept at Ararat Summit to close switches so the caboose need not be cut from the train.

Thompson: 1935 topographical map, Susquehanna quadrangle

The horseshoe curve  
at Thompson





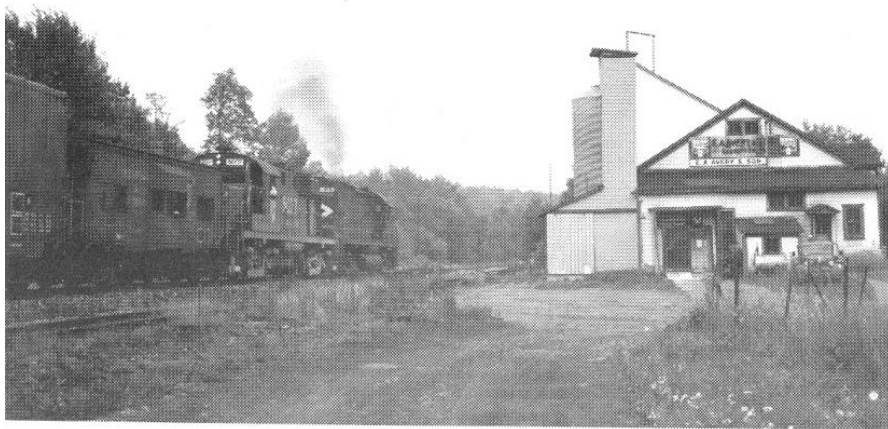


"RS3m pushers wait behind a freight for the D&H PA's to pass with a Penn Division excursion in October 1974. The location is the horseshoe curve at Thompson, PA Photo by Ed Stover." *BLHS Bulletin*, March 2016, p. 33.





"The D&H's ash-fill horseshoe curve at Thompson, Pa., on the main line over Ararat, being removed by Pople Bros, Construction in July 7, 1982. The temporary wooden trestle that was used in the construction of the curve is now visible. Mike Bischak photo." (*BLHS Bulletin*, July 2016, p. 29)



*BLHS Bulletin* – March 2016

25

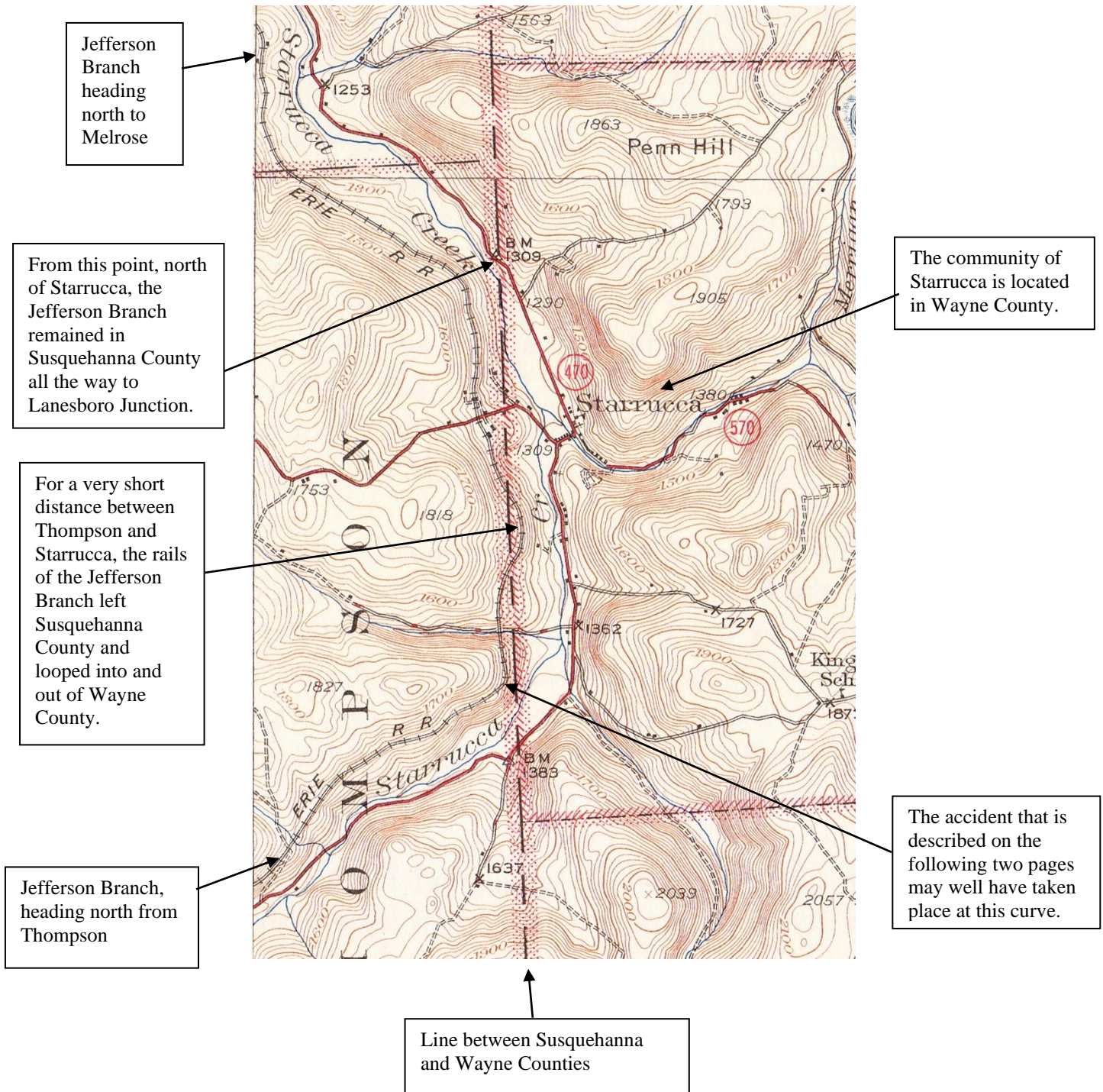
"On a hazy and hot July 1979 afternoon, a two-unit pusher set shoves D&H train NE-87 south at Thompson, PA on the Penn Division, Photo by Joseph McCarthy." *BLHS Bulletin*, March 2016, p. 25.

Thompson to Melrose:

In heading north, after Thompson, the Jefferson Branch, went northeast on the north side of the Starrucca Creek. The rail line then went due north, traveling for a short distance out of Susquehanna County and into Wayne County (where the community of Starrucca is located) before moving back into Susquehanna County for the trip north and then northwest to Melrose. In its journey north from Thompson to Melrose, the Jefferson branch is located along and to the west of the Starrucca Creek the entire way. In the village of Starrucca (in Wayne County) there was a tannery, several stores, "a handsome church, many neat dwellings and one costly mansion—the residence of Judge Strong. Near the depot there is a large hotel called the *Mountain House*."

From Raymond J. Sampson's *A History of Starrucca Borough, Wayne County, Pennsylvania*, 1972, we learn that Starrucca as a community "at one time or another had four schools, three creameries, several good-sized manufacturing establishments and a Cluster of smaller industries, six hotels, a Dozen Retail Businesses, its own Telephone Exchange and Electric-Power Plant, Passenger Trains and a Bustling Railroad, a Library, a Roller-skating rink, a trotting track, an annual fair, a Chautauqua week, an award-winning band, and a post of the Grand Army of the Republic a hundred members strong."

Thompson to Melrose: topographical map, 1933 Starrucca, PA quadrangle, reprinted 1946





Wreck south of Starrucca in 1911:

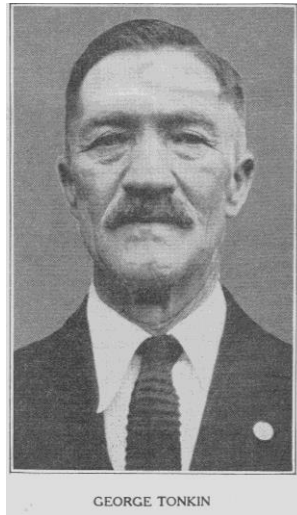


From the biographical portrait of George Tonkin ("Call Out The Wreckers") that we published in the October 1, 1930 issue of *The Delaware and Hudson Railroad Bulletin*, we learn about "one of the most disastrous wrecks which ever occurred on the Pennsylvania Division." Therein, we read:

"One of the most disastrous wrecks which ever occurred on the Pennsylvania Division, yet one of the most fortunate in that the locomotive was not derailed, happened to a freight train on the hill north of Ararat, in 1911, according to George Tonkin, retired Wrecker. [Born in Devonshire, England, in 1863, the son of a farmer, he came to America in 1871 on the steamer *City of New York*; began working for the D&H as a slate picker in No. 3 Breaker on the Gravity Railroad in 1875] Upon reaching the top of the grade at Ararat, the pusher cut off, dropped back while the train gained headway, then speeded up again to make the flying switch. The pin was pulled between the caboose and the pusher, the switch was thrown to run the engine in on the 'Y', and the caboose rolled down the main to overtake the last car of the train. For some reason or other, it did not run as fast that day as usual with the result that it stopped short of the train. The locomotive and 48 cars therefore started the long descent of the mountain toward Lanesboro



without it. / Perhaps it was just as well for them that the train crew remained at the top of the hill in the caboose, for the train had hardly started down the incline when the engineman realized that he had 'lost his air'. Anyone familiar with the Jefferson Division knows what that means. For mile after mile the track winds down the mountainside at a grade of 1.34 or a drop of 16 inches



in every 100 feet. . .Throughout the seventeen miles of track there is one curve after another. . . / When the engineman saw that he could not hope to control locomotive 1017 and the 48 cars behind, he ordered the fireman to jump, following him out of the gangway. Faster and faster the runaway reeled down the right of way. At last the rails could hold it no longer and the train jumped the track just south of Starrucca station, piling up in a mass of broken and twisted debris at the foot of the mountain, many feet below. / By some strange miracle the locomotive held to the rails, continuing down the hill. With the faint hope that it might stay on the track until it reached the foot of the mountain, the telegrapher at Jefferson Junction was told to throw the switch to let it up the Erie track, which rises at a sharp grade at that point. Hardly had he set the switches when the engine fairly flew around the curve north of the tower, speeding toward the crossover at a mile-a-minute clip. It was scarcely short of miraculous that it took the switches without derailing and tearing up the entire interlocking plant, and continued up the Erie main until it came to a stop. / This was but one of the many wrecks which Mr. Tonkin helped to clear up in his 27 years a member of the Carbondale wrecking crew, under wreckmaster, Bernard F. Brennan, popularly known on the Pennsylvania Division today as 'Barney' Brennan." ("Call Out The Wreckers," pp. 291-292, 295, in the October 1, 1930 issue of *The Delaware and Hudson Railroad Bulletin*)

Mr. Tonkin was the father of eight children, five boys and three girls. His son Frank was a machinist in the Coalbrook Breaker, Carbondale; his son Ralph was employed in the D&H Accounting Department office at Carbondale.

**Wreck at Thompson, January 1963:** Six photos by Evelyn Toms, nee Frisbie (Thompson); grandmother of Greg Rosar (Kingsley, PA), who donated these photos to the Carbondale Historical Society on February 25, 2016.



• JAN • 63



*Thompson train wreck*

• JAN • 63



*Thompson train wreck*



Possibly Evelyn Toms (who took the five photos shown above of the wreck at Thompson in January 1963), near the accident site?



The information given below on wrecking trains is from *The Delaware and Hudson Company INSPECTION of LINES :: JUNE 7, 8, 9, 1929*, p. 55:

Wrecking trains, each of which includes a modern steam crane, capable of lifting expeditiously, locomotives and cars which have left the rails, are maintained at strategic points, and the organization for their dispatch is perfected to the extent that they can be gotten under way within from fifteen to thirty minutes after the call is received.

The latest addition to your wrecking equipment was a wrecking crane with a lifting capacity of 160 tons, purchased in 1926.

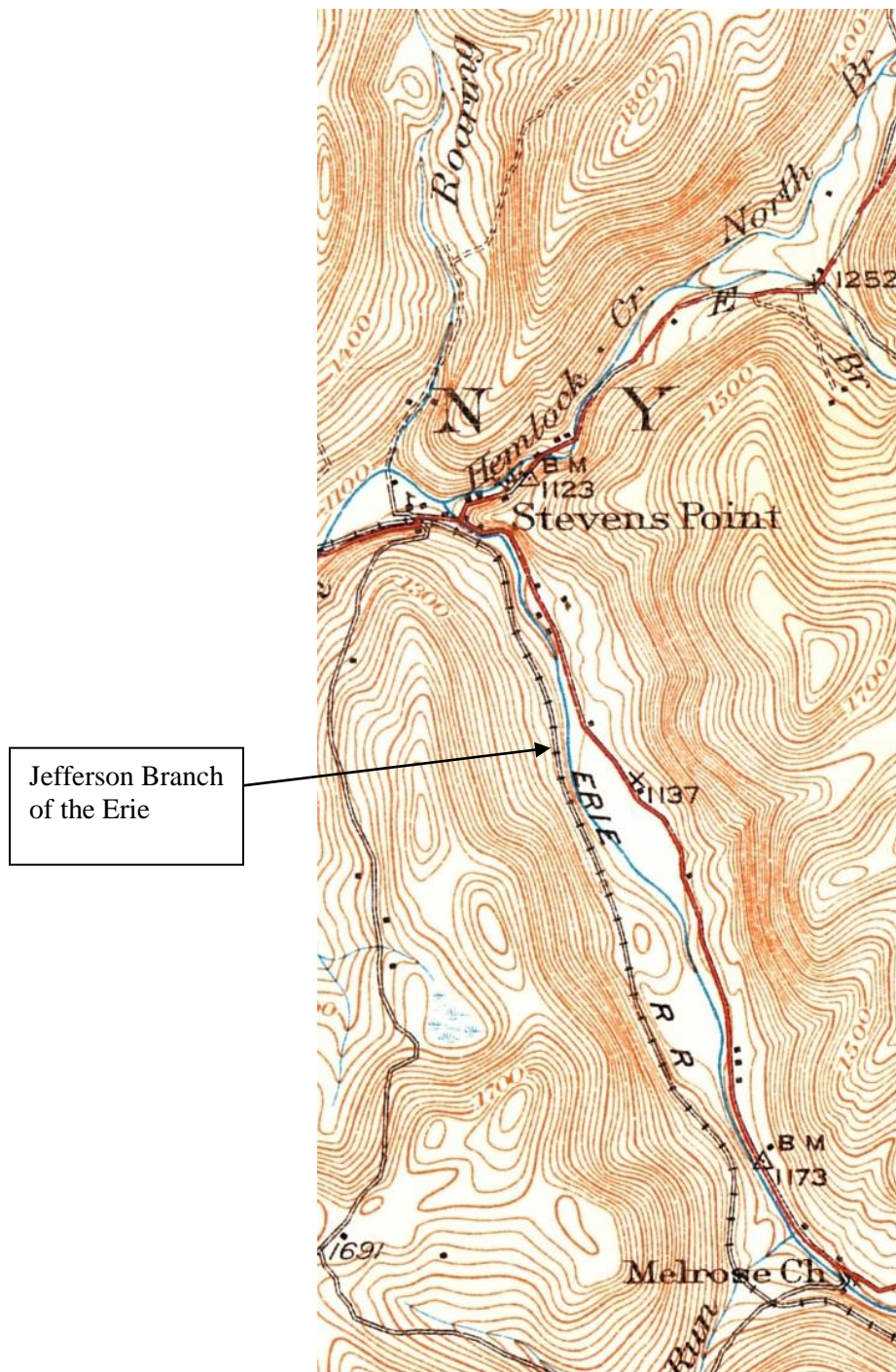
The first complete wrecking train outfit, equipped with a steam crane, with a capacity of forty tons was located at Oneonta in March 1900.

Commencing with the year 1900, steam wrecking cranes have been added to equipment as follows:

Year	Number Purchased	Lifting Capacity (Each)
1900	2	40
1904	2	100
1907	1	100
1913	1	100
1921	1	160
1926	1	160

Melrose to Stevens' Point (both were lumbering stations)

1935 topographical map, Susquehanna quadrangle

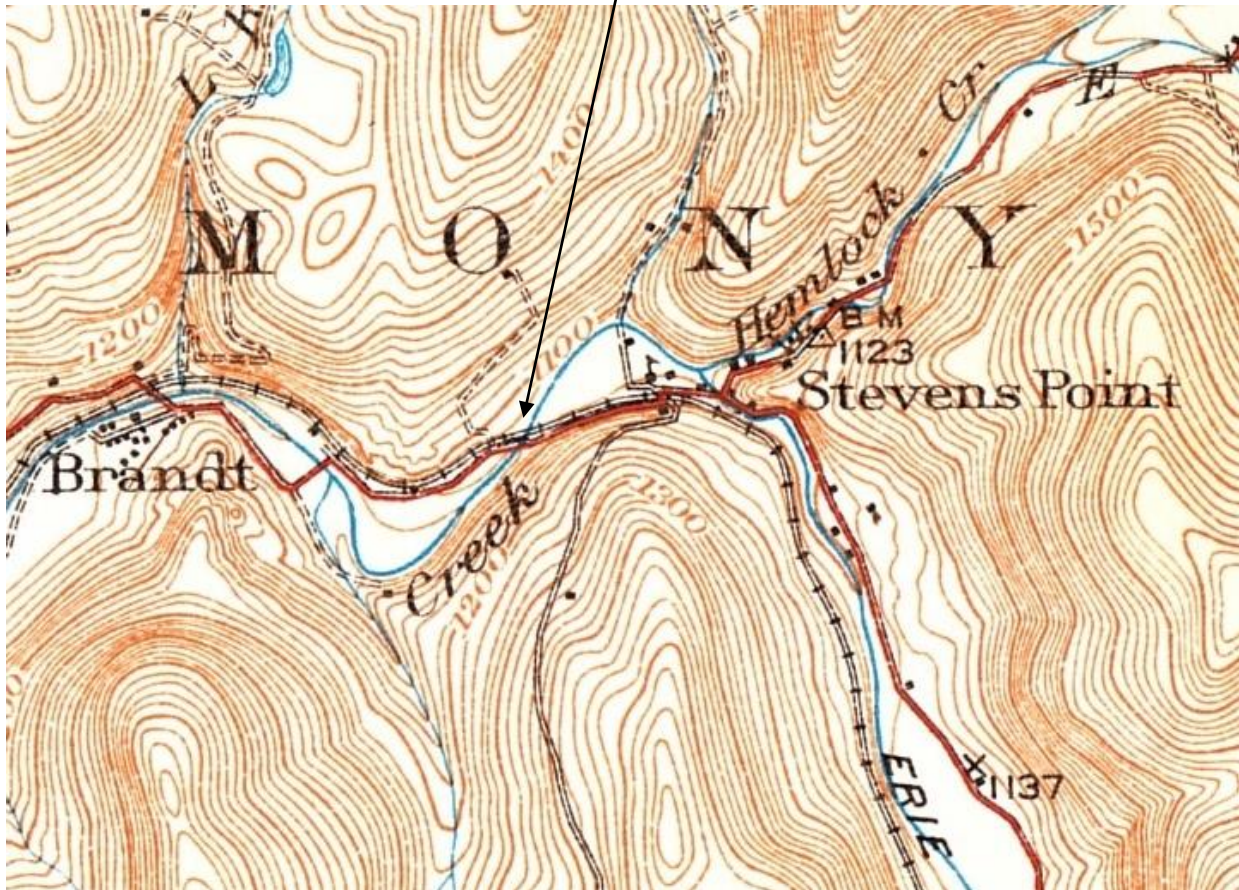




## Stevens Point to Brandt

1935 topographical map, Susquehanna quadrangle

This is the bridge that the train shown on the following page is about to cross on its way south.



Brandt was known as a leather, brick and chair town.

In the photograph shown below, we see “the paper train” as it is about to cross Starrucca Creek between Brandt and Stevens Point. This photo was posted by Arthur House on July 15, 2015 on the Delaware and Hudson Railroad *Facebook* page. The caption on the photograph is by Arthur House.



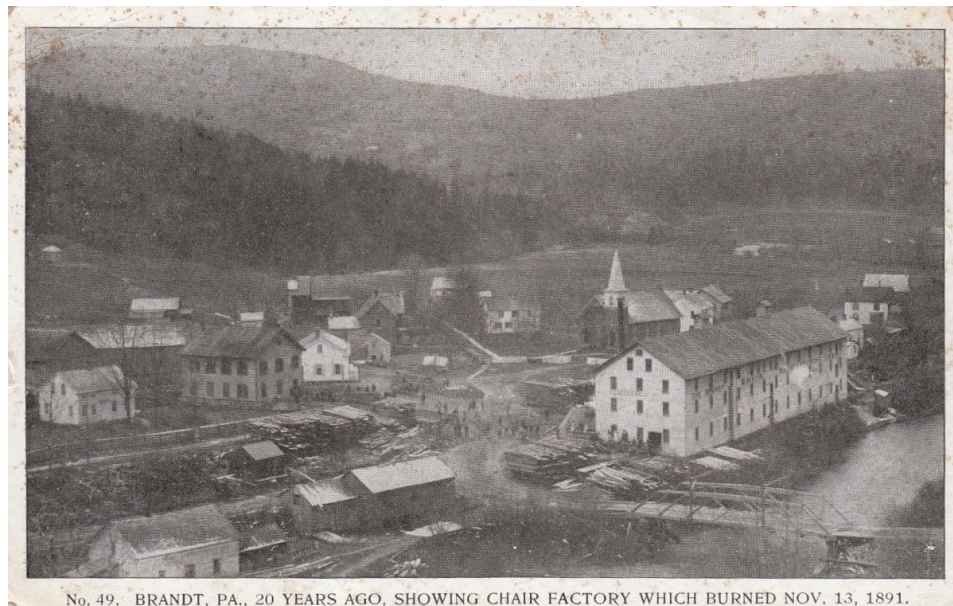
"Southbound D&H train RW-6, 'the paper train,' carrying newsprint from Canadian mills to US newspaper printing plants, is about to stall soon after crossing Starrucca Creek between Brandt and Stevens Point, during early spring in 1970. The fireman out on the walkway of the second unit has attempted, unsuccessfully, to restart the engine, and the heavily laden train will only make it another half mile or so before coming to a halt. The train has already passed under the famous Starrucca Viaduct, which lies about a mile to the north."



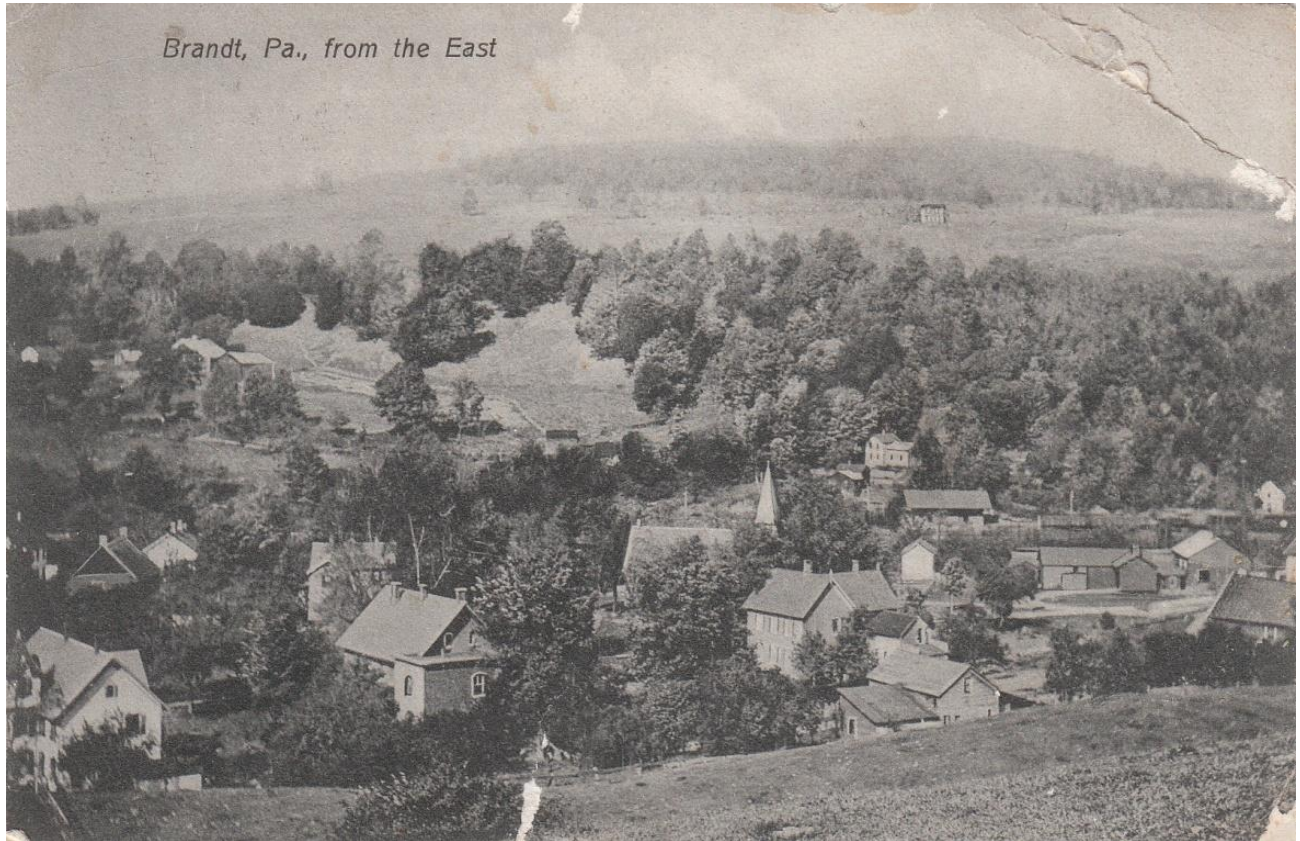
## Brandt



*Looking Upriver toward the Village of Brandt from the Roadbed of the Jefferson Branch, November 15, 2008; photo by the author.*



Post card of Brandt, PA, in the collection of Donald W. Powell, Carbondale, PA; card postmarked in Susquehanna, PA on September 6, 1911, and mailed to Mrs. James Jackson, Jr., R. D. 4, Susquehanna, PA.



Post card, "Brandt, Pa., from the East," in the collection of Donald W. Powell, Carbondale, PA; card postmarked in Susquehanna, PA in 1912, and mailed to Mrs. James Jackson, Jr., R. D. 4, Susquehanna, PA. Printed on the back of this card is the following: "This little town founded by Messrs. Brandt & Schlager before the civil war has since experienced many vicissitudes. It is well located for manufacturing purposes, being on the Erie and D. & H. railroads. Several industries have found their home here."

Here is an account, from the *Carbondale Leader* of August 4, 1899, of shocking murders that were committed in Brandt in 1899:

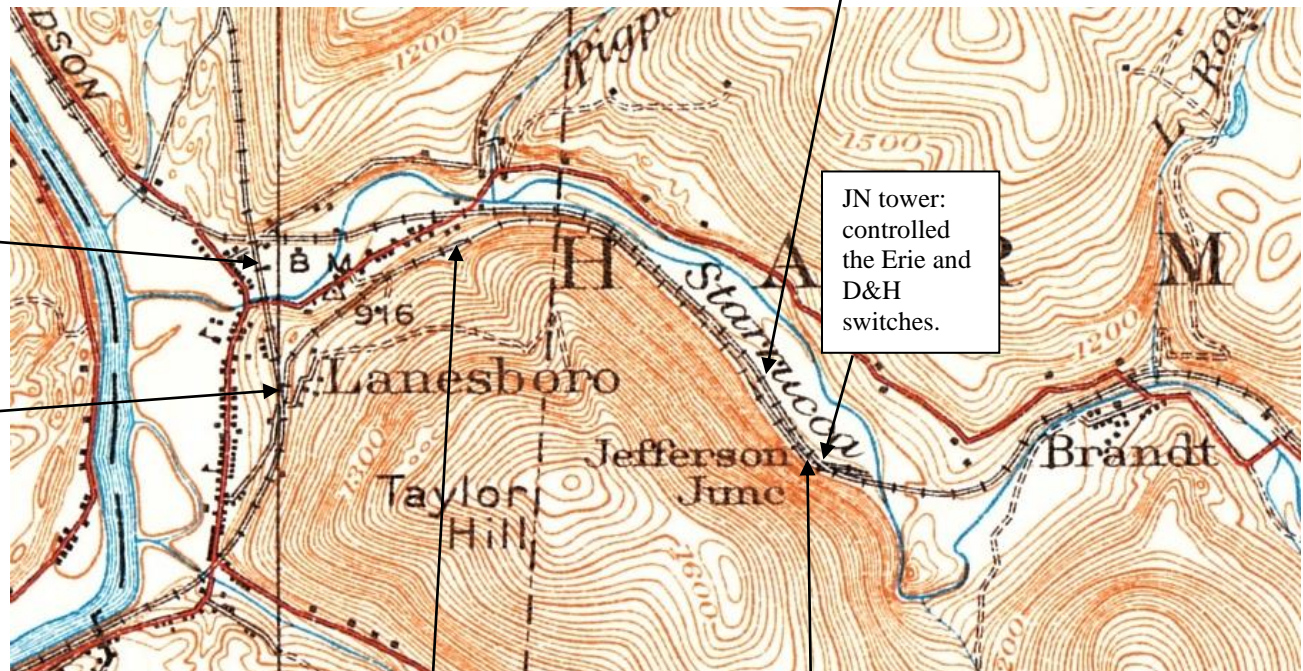
**“MURDERED HIS OWN CHILDREN. / BRANDT MAN KILLS HIS CHILDREN AND ATEMPTS SUICIDE / Extreme Poverty Drives Him Crazy and He Cuts Their Throats—Wife Died for Want of Care Six Months Ago.** / From Brandt, a little station near Jefferson Junction comes a tale of crime too horrible to contemplate. A true story of a father ground to penury in his work, crazed by the death of his wife for want of sufficient care, about six months ago and the sight of his three children going likewise. / The man is Charles Yager, a German, about forty-one years of age and his morning he was found lying in a dying condition with his three dead children, having murdered them by cutting their throats with an old jack-knife and then attempting his own life in the same way. / It seems that the man had been employed by a concern at that place at a very low salary and recently this pittance was reduced still more making it impossible for him to support his three children, who formerly had but the bare necessities of life and it is believed that the circumstances to which he was reduced caused insanity with the awful result as given above. / Yesterday he did not appear at the scene of his work at all and some fellow workmen who went to his residence found it closed and no sign of life about the premises. Another visit to the house this morning found things in the same condition and the visitors, believing that something was wrong procured a ladder and entered the attic window. / There a terrible sight met their gaze. The children were lying about the room in pools of their own blood and near them lay the father, face upturned, unconscious, but not yet dead. / Help was immediately summoned and the triple murderer and would-be suicide placed under medical care. At half-past two he was still alive. / A search of what the house contained; in the way of eatables revealed only a small piece of meat and a few soda crackers; not enough to keep life in one body for any great length of time. These facts combined show that there was cause for Yager to grow fearful of the future of his children whose ages range from six to twelve years of age and he resorted to this method which in his crazed mind was a safe-guard against future trouble.” (*Carbondale Leader*, August 4, 1899, p. 4)



Brandt to Jefferson Junction, to Lanesboro Junction, and to Lanesboro

1935 topographical map, Susquehanna quadrangle

The 65-foot long Jefferson Junction turntable was in this area, a little to the north of milepost AL 140/WB 71.



Lanesboro Bridge (Starrucca Viaduct)

Lanesboro Junction: where the Jefferson Branch of the Erie connected with the Erie main line.

JN tower: controlled the Erie and D&H switches.

Jefferson Branch ascending the hill to connect with the Erie main line at Lanesboro Junction.

Jefferson Junction. 1 ½ miles this side of Lanesboro: the beginning of the D&H line to Nineveh (the L&S). The Jefferson Branch of the Erie, on the left here, in moving north, gradually ascends the hill to the left, to connect, ultimately, with the Erie main line at Lanesboro Junction. The double-tracked D&H remains along the Starrucca Creek, which it crosses on its way into Lanesboro. After passing under the Lanesboro Viaduct, the L&S then continued North to Windsor and Nineveh. The Jefferson Branch of the Erie through this area opened in October 1870. Twenty months later, on June 17, 1872, the L&S, between Jefferson Junction and Nineveh, was formally opened.



Interesting data on Jefferson Junction, Hanrahans, Hanrahans Passing Siding, and the Lanesboro Pusher Siding is given in *The Delaware and Hudson Railroad Corporation / Pennsylvania Division / Time Table No. 33 / Effective Sunday, Sept. 25th, 1938 at 12:01 A.M. . . For the Government of Employes Only*, p. 19, as follows:

#### **Jefferson Jct.**

Engines entering switch at Coaling Station or at Turn Table at Jefferson Junction will report over telephone to Telegrapher at Jefferson Junction Tower when engine is clear of main tracks.

Engines desiring to move from switch at Coaling Station or Turn Table at Jefferson Junction to Main track will obtain permission over telephone from Telegrapher at Jefferson Junction Tower.

#### **Between Jefferson Junction and Hanrahans**

Northward Track will be used as single track between Jefferson Junction and Hanrahans, and Southward Track between Hanrahans and Jefferson Junction will be used as Passing Siding.

Hanrahans  
Passing Siding

#### **Hanrahans Passing Siding**

Hanrahans Passing Siding between Jefferson Junction and Lanesboro Junction (Erie R. R.) is being used for storage purposes. Engines or trains desiring to use this siding for any purpose will first ascertain condition at this point.

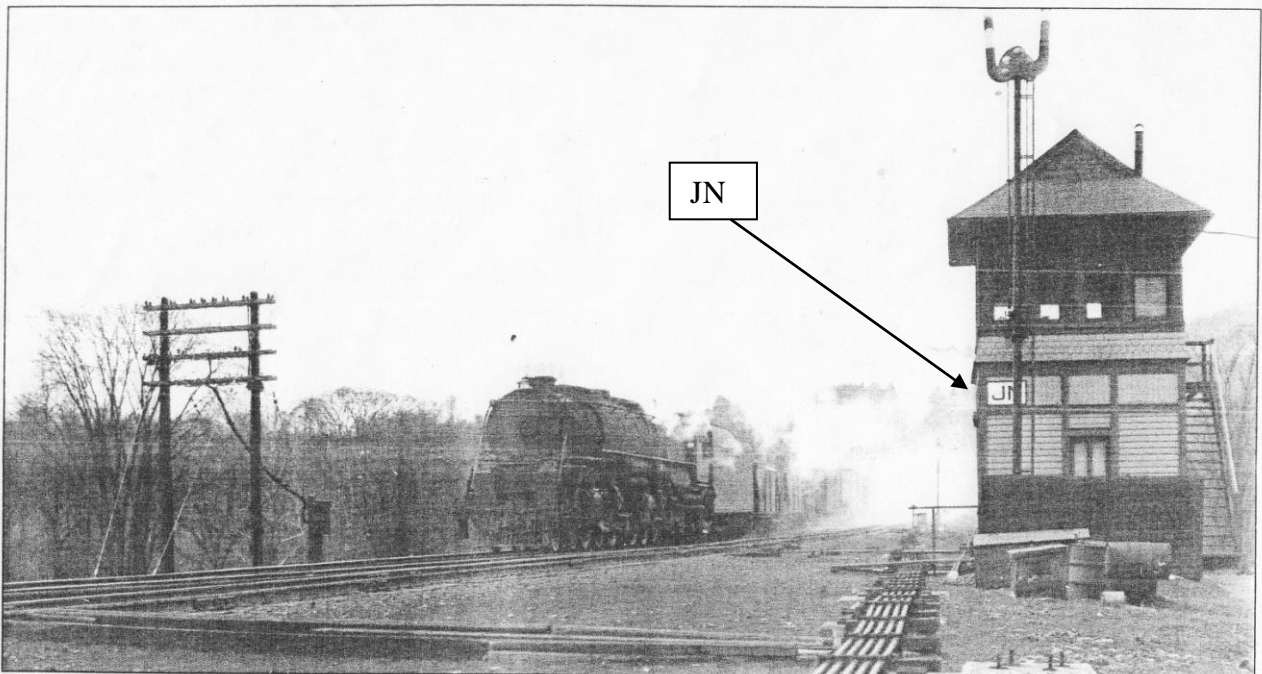
Lanesboro  
Pusher Siding

#### **Lanesboro Pusher Siding**

Engines entering switch at Lanesboro pusher siding will report over telephone to Telegrapher at Jefferson Junction Tower when engine is clear of main track.

Engines desiring to move from switch at Lanesboro pusher siding will obtain permission over telephone from Telegrapher at Jefferson Junction Tower.

In the May 2016 issue of the *Bridge Line Historical Society Bulletin*, on page 37, the photo given at the top of the following page is reproduced, with this caption: "D&H PA's pull a Penn Division special in October 1974 past a freight in the siding at Lanesboro, PA. Photo by Ed Stover." There were several sidings at Lanesboro. In which of those sidings is the freight in the photo given immediately below?



An unidentified Delaware & Hudson Challenger locomotive, a 4-6-6-4 pulls a D&H train north past JN tower at Jefferson Junction on the Penn Division in this late 1940's photo. The train has just completed its descent of the steep Ararat grade through Thompson, Starrucca, and Stevens Point. The clouds of brake smoke near the train give evidence of the length of the descent. Northbound trains changed power in Carbondale, usually picking up Challengers, serving as road power and pusher service. The track straight ahead made a connection to the Albany and Susquehanna, the D&H's main line, at Nineveh Junction. In the 1980' s the D&H bought the former Lackawanna line to Binghamton, and downgraded the Penn Division line. This track in the photo was abandoned early 1980's.

2009 L&WV Railroad  
calendar



"D&H RS11 5012 leads a pusher set drifting down the hill on a foggy March 13, 1972 at Lanesboro, PA after helping a train over the Ararat grade. The photo is from a southbound Penn Division train. Photo by Hugh L. Strobel." *BLHS Bulletin*, March 2016, p. 45.



Here is an article about the Jefferson Junction turntable, an Armstrong turntable in a 75-foot bluestone pit, that was published in the November 2009 issue (Volume 17, Number 3) of *Rail-Trail News*.

November 2009

Volume 17, Number 3

**Rail-Trail News**

The Rail-Trail Council of Northeast Pennsylvania is dedicated to renewing Northeast Pennsylvania's historic pathways as recreational trails for all to enjoy.



## Jefferson Junction Turntable Unearthed

The Starrucca Creek in the Lanesboro area has been ripping up the D&H railbed over the past few years. The Creek has changed its course following recent violent rainstorms. Last year the Council stabilized the trail in Brandt and we are now searching out funds to stabilize the creekbank and trail in the Jefferson Junction area, just south of Lanesboro. Jefferson Junction is the area where the D&H connected with the Erie main line and went on toward Binghamton.

Large rectangular chunks of stone were noticed years ago in the stream. This past summer, the waterflow washed away more streambank to reveal a half circle of around 5 large stones, surely a built structure.

Thanks to the dandh yahoo group ('for anyone interested in D&H history')—the mystery was solved. The structure is the remains of an Armstrong turntable, a 75' bluestone pit, used to turn locomotives by hand. The remains in the creek are part of the center support for the turntable bridge (4 bolts seen). The table would have pivoted on this support and was supported at the edge of the pit by a flanged wheel that rode on a circular rail near the outer wall of the pit. The turntable was accessed by a trailing switch off the northbound track. The nearest crossovers were at the Junction and near the road crossing in Lanesboro. So engines would have to travel some distance after turning to resume duties as a pusher on southbound trains.

In the 1940's the track at the Cascade Wye was constructed to the north, near the NY line so that larger locomotives, as Challengers could turn around and resume their job as a pusher.

The Council is seeking funds to not only stabilize the trail and riverbank, but protect what remains of the turntable.





John V. Buberniak: November 11, 2009: The Jefferson Junction turntable "was hand operated, and 65 feet in length. Maybe the pit is 75 feet but the length of the bridge of the turntable is 65. It was later replaced with the Cascade Wye, just north of Starrucca Viaduct. The 65-foot length of the Jefferson Junction turntable was too small to turn the 4-8-4 Northern and the 4-6-6-4 Challengers. The Cascade wye was built, at about the same time as the purchase of the Challengers, mid to late 1930s"

Abutment for bridge on the track that led to the turntable from the main line.



Shown here is an abutment for a bridge on the track that led to the turntable from the main line. Photo by the author on November 15, 2008.

### **Two photos of Lanesboro Turntable:**

These two photos were purchased on E-Bay on January 16, 2016 from a post card vendor in Pointe-Claire, Canada. Sincere thanks to John V. Buberniak for finding for sale these remarkable post cards on E-Bay.

These are the only two photographs that are known to exist of the Lanesboro turntable as an operating feature of the Jefferson Branch of the Erie between Carbondale and Lanesboro.

In the photo given immediately below, we are looking south. Engine No. 3, it appears, has been turned on the turntable and is heading south to assume its position at the head of the passenger cars, on the right, for the trip to Carbondale.



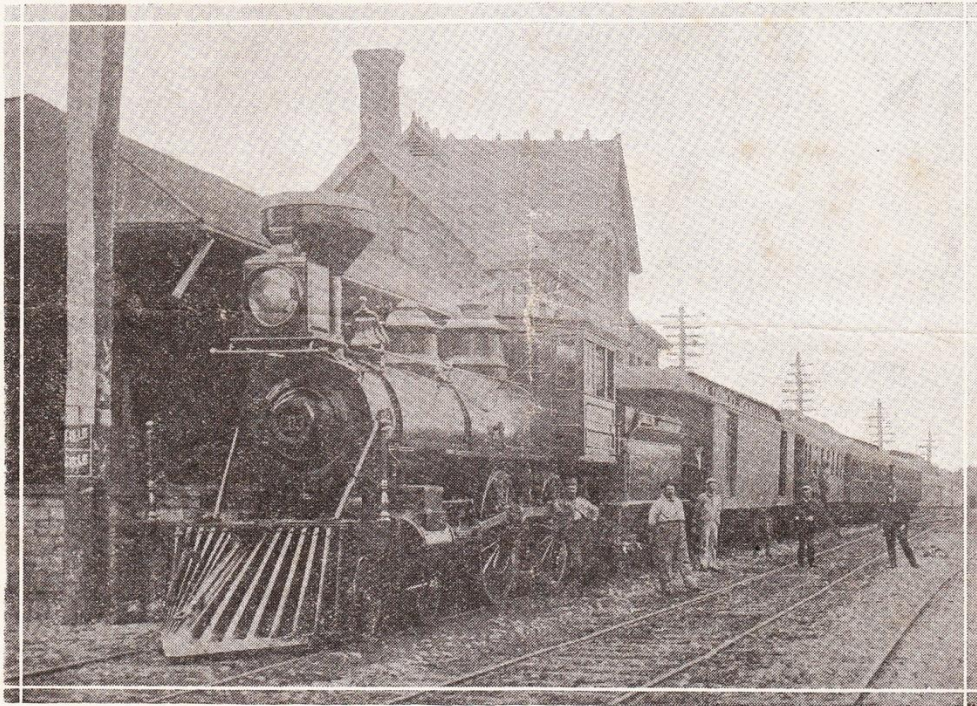
In the photo given immediately below, we are looking north. Engine No. 3, it appears, has been detached from the passenger cars at the left and turned on the turntable at Lanesboro and is heading south to assume its position at the head of the passenger cars, on the left, for the trip to Carbondale.





Engine No. 3, shown above, is the same engine that is shown below at the Old Albany Station. This photograph of Engine No. 3 is a component of the biographical portrait of Newton McKeeby that was published in *The Delaware and Hudson Company Bulletin* (December 1, 1923, "Foe of Federal Contractors," pp. 1, 7-8).

**No. 3, (A. & S.) AT OLD ALBANY STATION**



**Mr. McKeeby is third from left. On his right is "Reddy" White, Engineer, and to his left stand Fred Condon, Brakeman, and Fred Vincent, Conductor**



D&H Roadbed (Lackawanna & Susquehanna) to Nineveh. The L&S began one and one-half miles south of Lanesboro and extended north to Nineveh, on the Albany and Susquehanna Railroad. The L&S opened on January 1, 1872. A detailed discussion about this line will be presented in Volume XII in this series.



Edward Kaspriske photo posted on Delaware and Hudson Railroad *Facebook* page on January 15, 2016, where it is titled "Jefferson Connection". The train shown here is ascending the incline, moving in the direction of Lanesboro Junction.

View looking North on the L&S, south of Lanesboro. The Jefferson Branch of the Erie went up the hill at the center/left of the photo. Straight ahead in this photo is the D&H line (the L&S) to Nineveh (passing under the Starrucca Viaduct). Photo by the author on November 15, 2008 during a visit to this area with John V. Buberniak.

Former L&S line from Jefferson Junction to Nineveh, later became known as D&H main line north.





View looking South on the L&S, south of Lanesboro. The Jefferson Branch of the Erie went up the hill at the center/right in this photo. Photo by the author on November 15, 2008 during a visit to this area with John V. Buberniak.



View looking South, towards Carbondale, on the Jefferson Branch of the Erie, just south of Lanesboro

**Letters from Lanesborough** (in the collection of the author; the Gardner family is related to one of the branches of the author's mother's family):

**Milo Gardner Letter to Hattie Curtis from Lanesborough, dated May 30:** year not given although, from internal evidence in the letter we know that it was written between the time when the Saratoga Express was inaugurated (June 30, 1873) and the marriage of Harriet Curtis to Milo Gardner (January 1, 1883):

"Lanesborough May 30 / [postscript written by Milo near the head of this letter, "Do not look at the dirt on this] [page 1] Dear Hattie / I am now located on the banks of the Starrucca creek and it is a pleasant location as far as I am concerned I can assure you. I am boarding with a butcher and of course I get all the fresh meat I want when he doesn't give us ham I cannot [word omitted, perhaps the word "say" was intended] just yet how long I will be here [page 2] McMullen went up [from Carbondale to Nineveh] on train one this morning and I may hear from him when he comes back I wish you could be here and see how I am fixed for a writing desk I will try and explain I am under the back part of the tank [It's my guess that Milo worked at/was in charge of the water tank at Jefferson Junction] with a large board layed across an iron pipe for a seat and a big shingle on my knees for a desk but never the less it seems to answer all purposes [Page 3] I was down nearly to Susquehanna last night and made a call on my cousin and had a long chat with him I think I staid there about two hours he gave me a very cordial invitation to come over some day and bring you along I have been talking of going a fishing but perhaps I may not get time to go so I guess I will not make any particular [page 4] calculations on that front McMullen was telling me he gave you an other pass I supposed you knew where I was to leave the one I got you but it seems not so there is one for you in the office at the foot of no. one [pane on the Gravity Railroad], not in Mr Manvilles office but the Gravity office so if you happen to go down before I go home you can go there and ask for it. [page 5] as it is good any time and that will save me the trouble of getting an other / You can write if you choose to and send it over by Silvernell [G. W. Silvernell was a conductor on coal train No. 10 on the Jefferson Branch] as I am here every time he passes and it will be no trouble to him to drop it off here and by the way I almost forgot to tell you the woman where I am boarding [page 6] is a ministers daughter and cannot tell his name but he is preaching at Herrick he went there this spring so perhaps you may know who the old man is She hasent made any impression on me yet but there may be a change for the better or worse some evening every one is decorating to day [May 30 is what used to be called 'Decoration Day'] and I suppose it is the same where you are / Milo G"

**Milo Gardner Letter to Hattie Curtis from Jefferson Junction, PA** [letter not dated, but was written after their marriage] "[page 1] Jefferson Junction Pa / Dear Hattie you will observe by the heading of this that I am writing a love letter in stead of a letter to my wife / I saw Rena at Thompson on Monday morning and when I told her you had given up going to Susqua until Wednesday she said she would wait and go with you Whits wife was with him but I did not get a chance to speak to him [page 2] although I should like to have done so to let Rena see that I was acquainted and perhaps it would have cut Whit just a little. Now about Susq h when you return



you had best to come over to Lanesborough in the hack so as to go down to Uniondale or CD with Nicol as there is no train from Susqa that comes up here in the afternoon to meet the Saratoga [express] if you can let me know when you are [page 3] coming back I may come down to lanesborough and go up as far as the Junction with you and then I will know where to look for you when I want to go home. There were some of the men up from CD yesterday working the pipes but they did not help them any so the prospects are that I will be here form some time yet I did not see McM yet to have any talk with him about my [page 4] coming home nights yet but will if he should happen to come over here any time in the course of a week or month but I guess he does not care as to whether he comes or not as long as there is plenty of water in the tank / I saw Albert C. at the depot when I came up and I told him what you was going to do and also to be at the station on that morning as you would have some things to leave there for him to take to the house you must not look at this paper thinking it clean for it has been laying around the tank for [page 5] three or four days and the water & oil is all over it and I had given up using it any more for I thought to get home in a day or so but now I have changed my mind some what since they were here at work yesterday. it is now half past twelve and I will have nothing to do until four and then only about an hours work don't you wish I had this for a steady thing and then we would move over here [page 6] I did not get out of bed until after eight this morning how is that for a days work or a days laying around I should say and now again do not forget to come to lanes borough in the Hack and then there will be no bother in getting home from your own / Milo" [The letter was inserted in a Western Union Telegraph Co. envelope, addressed by Milo to "Mrs H Gardner / Carbondale / Pa" On the envelope, at right angle to the address, Milo has written: "Frank [Silvernell?, who will deliver the letter for Milo] / if she is not at home leave this there as it is of no particular account / Milo"

In the October 20, 1887 issue of *The Journal* (page 3) there is a timetable for the D. & H. C. Co. and the Erie R.R. – Jefferson Branch. The Erie section of that timetable reads as follows: **“Erie R. R. – Jefferson Branch.** / Trains leave Carbondale on the Jefferson Branch for Susquehanna at 6.45 a. m., 1.25 and 5.55 p.m., for Jefferson Junction at 11.00 a. m. and 3.00 p. m. Trains arrive in Carbondale from Susquehanna at 9.25 a. m. 12:15 and 7.25 p.m., and from Jefferson Junction at 1.00 and 3.46 p.m. / By the Erie's short route from Carbondale to New York via Honesdale, passengers leaving here on the Gravity R. R. at 9.40 a.m. will reach New York at 4.55 p.m. and leaving here at 3.10 p. m. will reach New York at 9.40 p. m.”

Lanesboro to New York state line  
1935 topographical map, Susquehanna quadrangle

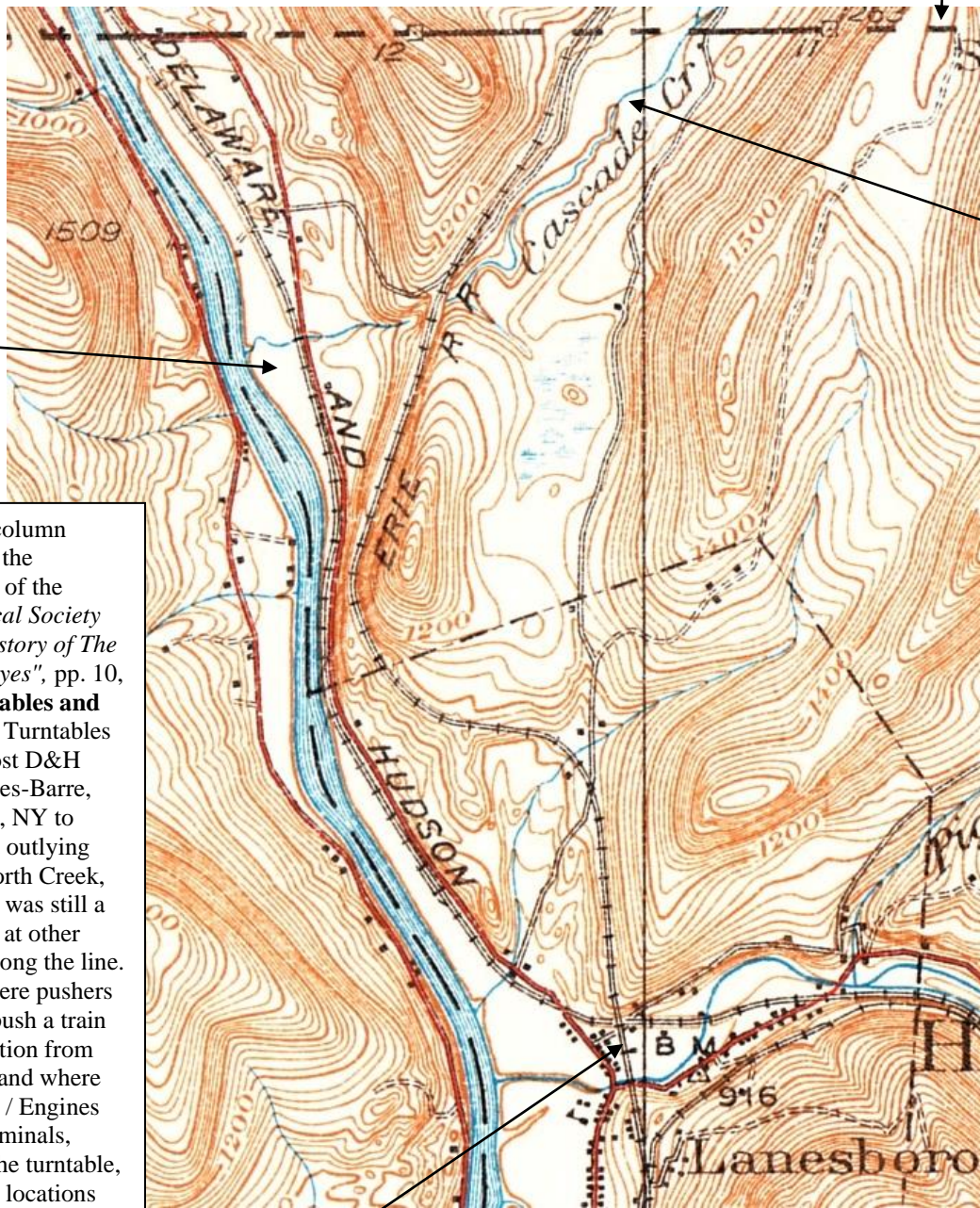
Line between Pennsylvania and New York

Cascade Creek

Location of Cascade wye  
(courtesy of nepaview.com)

In Howard Hontz's column ("From the Top") in the February 2016 issue of the *Bridge Line Historical Society Bulletin* ("A Brief history of The D&H's tables and wyes", pp. 10, 11, we read: "**Turntables and wyes on the D&H** / Turntables were provided at most D&H terminals from Wilkes-Barre, Pa. and Binghamton, NY to Rouses Point, and at outlying terminals such as North Creek, NY. However, there was still a need to turn engines at other outlying locations along the line. This was needed where pushers had to be turned to push a train in the opposite direction from which it originated, and where no turntable existed. / Engines arriving a engine terminals, could be turned on the turntable, but at these outlying locations like Ararat or Lanesboro, Pa. or at Grover's, near Afton, N.Y., a 'Y' was needed.

Lanesboro Viaduct





Cascade Wye  
(Courtesy of Mike Guzzi, nepaview.com)

Location of Cascade Wye (courtesy of Mike Guzzi, nepaview.com)

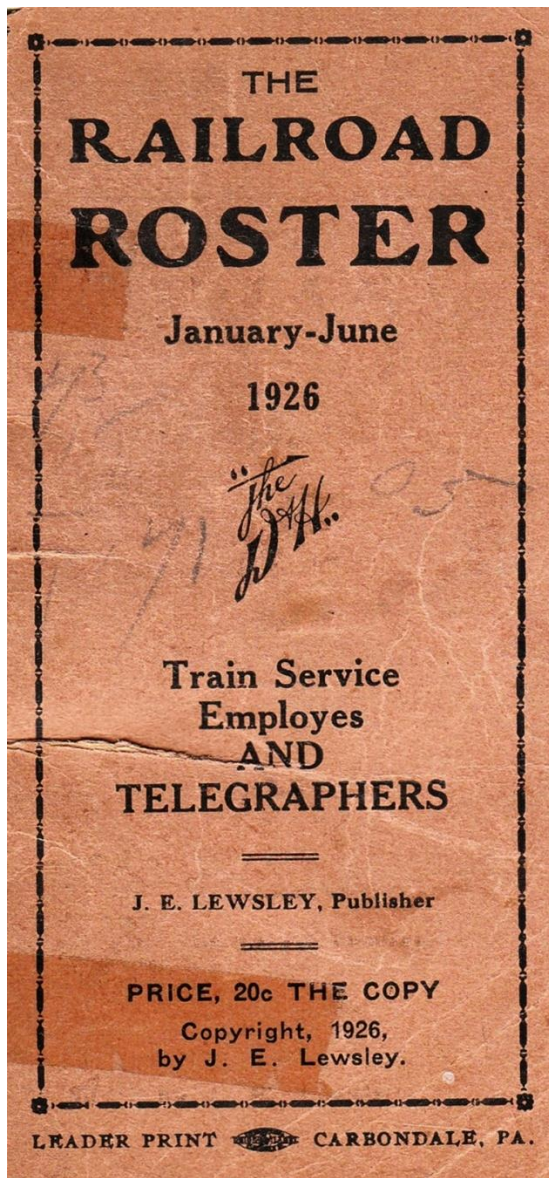
On page one of the *Bridge Line Historical Society Bulletin*, April 2016, there is a March 1975 photo by Hugh Strobel of D&H U33C #754 at the head of a D&H freight at KY cabin (Cascade), which, we learn from the photo caption there, was 6.4 miles south of Windsor, NY, and 4.2 miles north of Jefferson Junction.



In the February 2016 issue of the *Bridge Line Historical Society Bulletin*, p. 8, at the conclusion of "The Mail Car" column, Jim Bachorz noted: "We really enjoy what our contributors send us, too. Just this month, I learned about the D&H wye at Grover's, which I did not know even existed. Thanks to Google Earth and some help from Chief Hontz, I know exactly where it was located. The wye at Ararat is also visible on Google Earth. Try as I might, though, I cannot spot where the Cascade wye at Lanesboro was located."



On May 11, 2016, Janet Isgar (7900 Quigley Road, Union Dale, PA 18470) donated a copy of "The Railroad Roster /January-June 1926 / The D&H Train Service Employees and TELEGRAPHERS," J. E. Lewsley, Publisher) to the Carbondale D&H Transportation Museum. Her grandfather, Ernest Enslin, and both of her husband Robert's grandfathers (Joseph Isgar and Leonard Besecker) were all D&H engineers. She also donated to the museum a D&H VETERAN lapel pin that belonged to Leonard Besecker (lived at 26 Sand Street, Carbondale, phone 1236J). Included in that January-June 1926 Roster is a list of the mile posts on the Jefferson Division. The title page of that 1926 roster and that list are shown below:



<b>Jefferson Division</b>		
<b>Mile Posts, Numbers and Locations</b>		
	Dis. in Post. Feet.	Location.
4—1200	North,	"BZ" Sta.
5—2100	North,	Stevens Point.
6—400	South,	"VO" tower.
7—5700	South,	"VO" tower.
8—2000	North,	"MR" tower.
9—3280	South,	"MR" tower.
10—2700	North,	"KA" station.
11—2580	South,	"KA" station.
12—1500	North,	"HB" tower.
13—3780	South,	"HB" tower.
14—1500	North,	"ON" station.
15—3780	South,	"ON" station.
16—3500	North,	"PC" tower.
17—1780	South,	"PC" tower.
18—5380	North,	"MI" station.
19— 100	North,	"MI" station.
20—5180	South,	"MI" station.
21—3800	North,	"RU" tower.
22—1480	South,	"RU" tower.
23—2300	South,	Burnwood.
24— 400	South,	"BS" tower.
25—3900	North,	"HR" station.
26—1380	South,	"HR" station.
27—2800	North,	"UD" station.
28—2480	South,	"UD" station.
29—7760	South,	"UD" station.
30—5080	North,	"SU" tower.
31— 200	South,	"SU" tower.
32—4100	North,	"FC" station.
33—1180	South,	"FC" station.
34—6460	South,	"FC" station.
35—2000	North,	"HN" tower.
36—3280	South,	"HN" tower.
37—2000	North,	"WC" tower.
38—	Stone Point,	"CD" yard.



## Rail Line from Carbondale to Lanesboro, 1870-1900

From John V. Buberniak's *History of the Jefferson Branch* we learn that

- On May 5, 1871 the first shipment of freight other than coal over the line was shipped to J. Benjamin & Company of Carbondale on May 15, 1871. The shipment: 50 tons of pig iron.
- On May 15, 1871, passenger service was inaugurated on the Jefferson Branch.

When the Jefferson Branch opened on October 10, 1870, it was built with a single gauge, 6-foot Erie gauge. In late August 1871, the rails for making the line dual-gauge (adding a third rail for standard-gauge rail cars) "arrived upon the ground here." In the August 26, 1871 issue of the *Carbondale Advance*, we read:

**"The Third Rail.** / A portion of the rails for the requisite 'third rail' upon the Jefferson RR., North, have arrived upon the ground here." (*Carbondale Advance*, August 26, 1871, p. 3)

### Railroad Note:

On January 1, 1872, the Lackawanna & Susquehanna Railroad, from Jefferson Junction to Nineveh, opened. We will focus on that rail line in Volume XII in this series. With the opening of the L&S, we will note here, the door for D&H coal, freight, and passengers to upstate New York would be wide open.

On Monday, January 8, 1872, the Jefferson Branch was blocked with snow, making the line "resemble a portion of the Pacific road in winter." In the *Carbondale Advance* of January 13, 1872, we read:

"The Jefferson Branch was blocked with snow again on Monday. The banks on each side of the track are a sight to behold. The road now presents a sight which, in certain respects, is said to resemble a portion of the Pacific road in winter." (*Carbondale Leader*, January 13, 1872, p. 3)

In April 1872, land slides obstructed travel on the Jefferson Branch for several days:

"Land slides on the Jefferson RR. have entirely obstructed travel North for several days past, and they are not yet entirely removed." (*Carbondale Advance*, April 13, 1872, p.3)

Given the fact that, as of April 1872, the banks through the deep cuts on the Jefferson Branch had not been sloped off, the frost caused landslides in many places, the road bed being covered in many places with earth several feet deep:

**“Sloping the Banks.** / The banks through the deep cuts on the Jefferson RR. had never been fully sloped off. The frost has, however, done several big jobs in that line this spring, on account of which the road bed has been in many places covered with earth several feet deep. The work of removing this has been going on briskly for about two weeks.” (*Carbondale Advance*, April 20, 1872, p. 3)

Work was carried out, night and day, in late April 1872, to clear the tracks of mud, particularly at Ararat Summit. Freight shipments over the line were halted. Passenger trains continued, with the passengers being required to walk about a quarter of a mile:

**“The Slides on the Jefferson RR.** / The work of clearing the Jefferson RR. from the obstructions caused by slides in the deep cuts has been prosecuted vigorously, night and day, but is not yet fully accomplished. At last accounts, all that remained to be done was on the summit, where were yet several rods of thin, soft mud, about four feet deep, and in a shape to be very difficult of removal. Passenger trains have commenced running, the cars running up to the Summit on each side, and the passengers walking across, about quarter of a mile [emphasis added]. / A large number of Freight Cars, loaded with freight of all kinds for our merchants and business men are on the other side of the summit, which cannot yet be got through. In many cases this is a severe disappointment, and will occasion considerable loss and damage. It is thought they will be got through this week.” (*Carbondale Advance*, April 27, 1872, p. 3)

By early May 1872, the obstructions upon the Jefferson Railroad were fully removed and all traffic was running smoothly:

**“Jefferson Railroad In Order.** / The obstructions upon the Jefferson Railroad are now fully removed. Passenger trains are again running through nicely, in good order, and on time. Conductor Maroney looks carefully after the convenience of the passengers, and is popular with all that place themselves in his hands.” (*Carbondale Advance*, May 4, 1872)

On July 10, 1872, a through car began running from Scranton to Carbondale to Albany over the Jefferson Branch: In the July 6, 1872 issue of the *Carbondale Leader*, we read:

“A through car will be run from Scranton to Albany through Carbondale over the Jefferson road, commencing on Wednesday 10<sup>th</sup> inst. This much-needed and long-looked for convenience will be received with thanks by a large portion of the travelling community. It will enable travellers in the interior of New York to come through this part of Pennsylvania considerable quicker, and save a distance of thirty or forty miles. This additional train should have been put on long ago; but we believe suitable arrangements could not be made until the present time.” (*Carbondale Leader*, July 6, 1872, p.3)

Here is the Erie timetable for the Jefferson Branch, effective July 15, 1872, as published in the *Carbondale Leader*, September 14, 1872, p. 4

ERIE RAILWAY TIME TABLE.					
JEFFERSON BRANCH.					
Takes effect Monday, July 15, 1872.					
F. & A. Ex.			Ex. F. & A.		
No.	No.	STATIONS.	No.	No.	
38.	2.		1.	37.	
P.M.			P.M.	P.M.	
12 10	PM 5 08	Ar. Carbondale, Dep.	12 20	3 40	
11 43	AM 4 58	Dep. Forest City, “	12 32	4 07	
11 20	“ 4 51	“ Stillwater, “	12 39	4 20	
11 02	“ 4 44	“ Uniondale, “	12 51	4 50	
10 44	“ 4 37	“ Herrick Centre, “	1 02	5 05	
10 10	“ 4 25	“ Ararat Summit, “	1 20	5 40	
9 38	“ 4 12	“ Thompson, “	1 38	6 20	
9 15	“ 4 03	“ Sturrucca, “	1 50	6 47	
		“ Stevens's Point “			
8 38	“ 3 50	“ Brandt's Station, “	2 10	7 22	
8 25	“ 3 45	“ Ninevah Junc., “	2 18	7 30	
8 20	“ 3 39	“ Junction, “	2 25	7 37	
8 10	AM 3 35	PM Dp. Susquehanna, Ar.	2 30	7 45	
	9 00	“ New York, “	9 40		
	A.M.		P.M.		

Trains 1, 2, 37 and 38 will stop at Webster's Mills and Stevens's Point on signal.

Train 1 connects with day Express both ways from Susquehanna.

GEO. S. REDINGTON, Division Sup't.

Three hundred and fifty picnickers from the Carbondale Presbyterian Church traveled via the Jefferson Branch to Uniondale for a picnic on Wednesday, July 24, 1872:

**“Uniondale Picnic.** / Picnics are all the rage at present. We have had small, medium, and large ones; but the grandest of the season came off on Wednesday. It was composed of the members of the Presbyterian church and Sabbath School, and their friends. The party came together at the church at 8,30 A.M., and after despatching two wagon loads of provisions to the Depot, formed in quite a lengthy procession, and, headed by our Continental brass band, marched to the same destination. Here a doleful prospect of two (!) cars awaited them, and the familiar operation of cramming was commenced. The R. R. officials couldn’t be made to believe that Carbondale could produce more than 200 picnickers at one time, and had made their arrangements in accordance with this estimate. Yet here were upwards of 350 souls, half of whom were clamoring for the poor boon of standing room. The packing went on briskly at the rate of 5 and 6 to a seat, and after a ‘gondola’ had been attached to the train and filled, it was announced that all were aboard.—With handkerchiefs waving from the cars, and many heads projected from the windows, amid the cheers of the unfortunates left behind, at 9,30 the train moved off, with Supt. Conklin on the engine. Dashing past Forest City, the party arrived without incident at Uniondale, where many good friends were waiting to welcome them. The skies, which had been overcast with clouds now brightened up giving promise of a pleasant day. Forming once more in procession, the band struck up a spirited air, and the line of march was taken up to the grove back of the church. Here the Uniondale friends had erected a long table and seats, and preparations for dinner were begun, not, however, before the opening exercises, which consisted of singing, and addresses by Rev. Mr. Bryan, and son, and Mr. S. E. Raynor. With croquet playing, and singing, and strolling through the woods, there was no lack of amusement with any. Every age was represented from the babe of a few months, up to venerable Father Douglass, well on in his nineties. The dinner-bell was a welcome sound, and despite voracious appetites, and multitudinous mouths, the provisions were by no means exhausted. / Long before train time, the company began to stroll toward the station, but, stopping at the church, as a half-way house, which some one wished was always the case, quite a musical treat was had. It consisted of songs by the children, and singing by Miss Roberts, Miss Crane, Mrs. Burrell, Miss Fowler, Mr. Blair of the *Advance Office*, Miss Watrous, and others. After a delay in waiting at the station enlivened by music by the band, the train hove in sight, some sixty minutes late. An extra car made every body more comfortable. Running down the grade at a spanking pace, Carbondale was reached at 6 o’clock. And thus without accident, ended one of the largest, best managed, and most thoroughly enjoyable picnics it has ever been our fortune to attend.” (*Carbondale Advance*, July 27, 1872, p. 3)

On August 13, 1872, a cloud burst struck three or four miles north of Carbondale, causing serious problems on the Jefferson Branch (track submerged with water and washed out by



Wilson's Creek; earth trees, and rocks on the tracks). In addition, the Lackawanna River quickly rose to freshet pitch, taking out the trestling of the temporary foot bridge near City Hall, and also the railroad bridge on the old Gravity road on this side of No. 3 Shaft. In the *Carbondale Advance* of August 17, 1872, we read the following account of the damage caused by this cloud burst:

**“Water Spout.** / The Phenomenon known as “Water Spout” or “Cloud Burst” visited the valley North of us, on Tuesday afternoon. An extremely dense and black cloud gathered in that quarter between four and five o’clock in the afternoon, appearing to extend from near Dundaff to the valley of Lackawanna at a point from three to four miles above our town. It soon burst, deluging a belt of land three or four miles in length and of about half the width with perfect torrents of water. The passengers on the down train on the Jefferson RR. that is due here at 5.08 P.M. found at Forest city, six miles above town evidences of a heavy shower which caused the conductor to move very cautiously. It proved to be a necessary prudence, for before they had proceeded half the distance to town, they found the track submerged with water, earth trees and rocks which made further progress impossible. Torrents had swept over the ground there, powerful enough to bear almost everything along in its fearful course. The Engineer, Mail Agent and others, left the train and came to town on a hand car. The Engineer took another Engine with passenger car attached and went up for the passengers. He passed up without difficulty, and got passengers, mails, &c. aboard, but before reaching town a new difficulty was encountered. Wilson’s Creek, an insignificant little stream that reaches the Lackawanna about two miles above town, had suddenly become a gigantic torrent, and swept away the track of the railroad, demolishing the solid embankments as though they were piles of chaff. Farther progress on the railroad, being for the second time impossible, help was again sought from town. Durfee’s Omnibusses were now brought into requisition, and they soon landed the passengers safely in town. For through passengers from Albany these unwonted difficulties and delays were especially unfortunate, adding much to the fatigue of the trip. / The energetic Superintendent and employees of the Jefferson R. R. repaired damages and put the track in order during the night, so that cars passed over on Wednesday. / In consequence of the great quantity of water so suddenly poured down just above us, the Lackawanna quickly rose to freshet pitch, taking out the trestling of the temporary foot bridge near City Hall, and also the railroad bridge on the old gravity road on this side of No. 3 Shaft. It was undergoing repairs, hence was necessarily left in a condition to be swept off by the current—no freshet being now expected. / We learn that several streams near Dundaff were terribly swollen on Tuesday evening from the same cause.” (*Carbondale Advance*, August 17, 1872, p. 3)

Superintendent Manville solved the mystery of why so many "short weights" were being reported on coal cars on the Jefferson Branch. The answer: two "good-sized girls with dishes and a wheelbarrow." In the *Carbondale Advance* of October 12, 1872, we read:

"An incident recently occurred to one of our townsmen worthy of mention. R. Manville, Esq., the popular and ever watchful Superintendent of the D. & H. C. Co., has of late been greatly annoyed by returns of 'short weights, &c.' This continuing, and if anything increasing, it was unendurable. Something must be done. Suspecting that this arose from the negligence of subordinates, he set himself to work to discover the 'leak.' He had hardly placed himself in 'position' before the mystery was solved. Two good-sized girls, with dishes, &c., had boarded the train, and, with wheel-barrow conveniently near, were relieving the iron horse of his burden up the Jefferson. At this Mr. M. broke from his cover.' The girls, not less on the alert, started in flight, he in pursuit. It is supposed by many that such speed never had been known upon 'the flats' since the days of the 'noble red men.' It required but a glance to perceive that the pursuer was getting on them. The girls, seeing this, had recourse to stratagem, and entrenched themselves in a house where they supposed he would not follow, fastening the door. Mr. M., finding the fortress impregnable, and that the culprits would not give their names, resolved upon a siege. Quietly seating himself in the passage-way, he made proclamation to them that 'He could stay there as long as they could. This had the desired effect. They came forth from their fortress—still refusing to give their names. From a child passing, however, Mr. M. obtained them. We learn that they have since been arrested, but at going to press we have no further particulars.'" (*Carbondale Advance*, October 12, 1872, p. 3)

On December 12, 1872, Eugene White, a brakeman on the D&H, fell between two coal cars near Uniondale and was terribly crushed. He died the following day:

"Eugene White, a brakeman employed by the D. & H. Co., fell between two coal cars near Uniondale, on Thursday, when the train was in motion, and was terribly crushed. He died Friday morning." (*Carbondale Leader*, December 14, 1872, p. 3)

On January 13, 1873, David Jones, was injured at Starrucca station while coupling cars on the Jefferson Railroad. Indications of his recovery, it was reported in the *Carbondale Advance* of January 15, are encouraging.

**"Injured by Cars.** / David Jones, a young man residing here, was injured at Starrucca station, on the Jefferson RR, on Monday. He was engaged in coupling cars, and was badly crushed between them. He was brought down to his mother's residence in this city during the night, and indications of his recovery are encouraging." (*Carbondale Advance*, January 15, 1873, p. 3)

On January 13, 1873, the officers of the Jefferson Railroad for 1873 were elected. Among those re-elected was Thomas Dickson:

“At an election on Monday, the following officers for the Jefferson Railroad were chosen for the coming year: President, Thos. Hewitt; Secretary and Treasurer, Justin D. White; Directors, Justin D. White, Thomas Dickson, S. E. Dimmick, Joseph H. Steel, William S. Richards, Joseph E. Jackson, Stephen Bennett, F. C. Fackenshall, Jr., James Gladhill, H. D. V. Pratt, A. S. Diven and H. Foster, Jr.” (*Carbondale Leader*, January 18, 1873, p. 3)

Heavy snow blockaded the Jefferson Railroad for several days in late January 1873. In the *Carbondale Advance* of February 1, 1873, we read:

**“Blockade on the Jefferson.** / The late heavy storms completely blockaded the Jefferson RR. with snow. No trains, we believe, could be run to Susquehanna on Friday, Saturday or Monday last, but the Passenger Train succeeded in getting though on Tuesday.” (*Carbondale Advance*, February 1, 1873, p. 3)

Heavy land slides blockaded the Jefferson Branch for a week in early April 1873:

**“Land Slide on the Jefferson RR.** / The Jefferson branch Railroad to Susquehanna Depot has been blockaded by land slides since Saturday last. The Passenger train going North succeeded by some delays in clearing the track to reach Ararat Summit when farther progress was impossible, and new slides upon the road that had just passed over made their return equally so. The train at last accounts was still blockaded there.” (*Carbondale Advance*, April 12, 1873, p. 3)

The "peanut express" was one of the trains on the Jefferson Branch that got trapped by mud slides in early April 1873:

“On Monday, the ‘peanut express’\* train on the Jefferson Road left this city on its regular time. It got as far as Starrucca, and came in contact with a land-slide which stopped its progress ahead. So it tried to retrace its steps, and found another land-slide in its rear which stopped its progress backward. It was detained at some station three or four days. Men were at work the first half of the week endeavoring to keep the road clear of land-slides. Only a few days before, snow-slides were the trouble. Shovelling mud was the order of the day instead of shovelling snow. The change from snow to mud was done in a very short time. Many passengers from the south were detained in this city on account of the Jefferson’s mud.” (*Carbondale Leader*, April 12, 1873, p. 3)

**\*Peanut Express:** One of the passenger trains on the Jefferson Railroad was popularly nicknamed "the Peanut Express." To date, we have not been able to determine exactly which train this might have been. It was not the Philadelphia and Saratoga Express, that passed over the Jefferson Branch from the south (Philadelphia/Green Ridge/Carbondale) for Saratoga. That train was inaugurated on June 30, 1873.

In the *Carbondale Leader* of April 19, 1873, it was reported that the Jefferson Railroad was again running normally:

"The first train over the Jefferson Road from the north during last week reached this city last Saturday evening. Seventeen mail bags were delivered at the Post-office from that train alone. The road is now running regularly again." (*Carbondale Leader*, April 19, 1873, p. 3)

Time changes for trains on the Jefferson Branch, as of May 31, 1873:

**"Change of Time on the Jefferson R. R.** / On Monday last a change of time occurred on the Jefferson RR. / The Albany Train leaves for Susquehanna Depot and Albany at 10.20 A.M., connecting with the Accommodation train from Scranton, instead of waiting for the First Class train which arrives from Scranton at 11.15. Returning, the train from Albany and Susquehanna depot arrives at 5.45 as before. / The afternoon train for Susquehanna Depot leaves at 3.40. /The Morning Train runs through to Susquehanna Depot in two hours and five minutes, arriving at Susquehanna at 12.25 and making close connections with trains on the Erie." (*Carbondale Advance*, May 31, 1873, p. 3)

A rail line like the Jefferson Branch, with connections both south of Carbondale and north of Lanesboro, says the *Carbondale Advance*, in its issue of May 31, 1873, "infuses new vigor into business in all departments, and greatly promotes general prosperity."

**"Railroad Projects.** / Carbondale was early favored with a Gravity Railroad, intended solely, for the transportation of Coal to the seaboard, and incidentally to bring goods as return freight for merchants and business men throughout North Eastern Pennsylvania. But with this our facilities stopped, and for almost a generation there was no improvement. When the day for Locomotive railroads commenced, and their facilities were extended to other towns more fortunately located, they soon outstripped us in growth and business, and places once much our inferior in population and importance rushed ahead and outranked us. Finally, at a late day, under the new, sagacious and energetic management of the Del. & Hud. C. Co, these desirable and essential facilities have



been extended to us southwardly, and by a blending of their interests with that of the Erie Railway we have also a locomotive connection with the latter road northwardly. The importance of this latter connection has also been greatly augmented by the masterly policy of the President and other sagacious officers of the Del. & Hud. C. Co in securing very important and extended connections in that direction. All this is very gratifying and very beneficial to our town and the surrounding country. It infuses new vigor into business in all departments, and greatly promotes general prosperity. / More of the same sort of enterprise would diffuse more of the same blessings. If one through line has done us so much good, another would doubtless do still more, and should be warmly welcomed. And there are hopeful signs of still further improvements, and additional connections by rail with the busy world. Our business men and our people generally can but view all this with intense interest, and should aid to the extent of their power every enterprise that will promote our growth and prosperity." (*Carbondale Advance*, May 31, 1873, p. 3)

The Ward mail bag catcher was first used in 1869. This catcher made collecting the mail bag from each station faster without having to stop every time. This mail bag catching device was used to transfer mail from a stationary pole to a moving train car. This device consisted of a steel arm affixed to railway post office doors that would then be used to "grab" the mail bag from a fixed crane situated at each post office along the lines. Previously, the mail clerk would extend his arm out the railway post office door to catch the bag leading to frequent missed exchanges and dropped bags. The Ward catcher helped decrease the occurrence of this predicament and allowed trains to move at faster speeds.

The article given below on the Ward postal-car catcher was published in the June 14, 1873 issue of the *Carbondale Leader*. Such catchers were surely used both on the D&H Valley Road and on the Jefferson Branch.

**"THE POSTAL-CAR 'CATCHER' /** The 'catcher' now adopted in the railway mail service is the one known as 'Ward's catcher' and is chiefly remarkable for its simplicity and effectiveness. It operates in conjunction with a 'crane,' on which the pouch to be exchanged by the post-master of a way station is suspended shortly before the train is due at that point, in such a manner as to be easily caught by the apparatus attached to the postal-car of a passing train, no matter how great may be the speed at which it is running. The 'catcher' consists simply of a large two-pronged iron fork, with one arm considerably longer than the other. The shorter arm is attached to the side of the car, just outside the door, in such a manner that, when the catcher is not in use, or 'down,' both arms, or prongs, are placed vertically against the side of the car. When ready for use, the short arm is turned in its bearings by means of a lever, which operation causes the longer arm to project from the side of the car at an acute angle, the opening in the direction in which the train is moving. The moment the crane is reached, the pouch is caught with a jerk, the lever is turned, and the pouch relieved from the iron grasp of the catcher. The apparatus is easily worked,

and seldom fails to do its work effectually; but great care and circumspection are necessary on the part of the operator, so that the catcher is applied at the proper time and places only, where the track is clear and nothing but a crane is in the way. It happens occasionally, on dark and stormy nights, when it is impossible to see any distance ahead, that the catcher is applied at the wrong time, and things have been caught which it was very understandable and rather embarrassing to have anything to do with under the circumstances. Such things as telegraph-poles, lamp-posts, or switch-lights, are well enough in their way, if left to perform their proper functions; but rather awkward when in the way of a catcher. One of two things inevitably follows. Either the misplaced apparatus, with appurtenances, including door, windows, and sometimes a large portion of the solid woodwork of the car, is torn away, or some incongruous and occasionally injurious article will suddenly enter the car through the windows or the panels in the door. / To prevent accidents of this kind, the engineer always blows his whistle in a peculiar manner when a catch station is approached, and upon this signal the catcher is let down and, if everything is all right and properly timed, a mail pouch is the result. The bag with the mail for the station is simply thrown off the car through the open door while the train is passing—an operation that is to all appearances simple enough, but really, like that of catching, requires considerable skill, and not a little physical force. The pouch must be thrown just at the proper time, for a few moments too soon or too late will leave it on the ground a considerable distance from the station. It must be thrown with considerable force against the wind caused by the moving of the train, as, otherwise, it will be blown under the cars and its contents ruined by the trucks passing over it.—*Scribners' for June.*" (*Carbondale Leader*, June 14, 1873, p. 2)

John V. Buberniak on "postal catchers," August 27, 2009: "Catchers were used at whistle stops (stations without regular stops) Most station stops were long enough for the mail to be placed into the mail car, and mail for that station taken off. Flag stops or whistle stops, did it a bit different. The station master "hung" out a postal sack on the mail crane for the oncoming train. The ensuing train, put the sack for that location on an arm from the mail car for the location mail crane to "grab", at the moment of transfer, the postal clerk would kick, or throw off the sack for the station currently passing."

There were two passenger trains daily, north and south, on the Jefferson Branch in July 1873:

**"Jefferson R. R.** / Trains leave Carbondale as follows:--No. 1, at 11 o'clock A.M., arriving at Susquehanna at 1:00 P.M.; No. 37, at 3:40 P.M., arriving at Susquehanna at 7:30 P.M. / Arrive at Carbondale: No. 2 at 5:35 P.M.; No. 37 at 12:00 noon. (*Carbondale Advance*, July 5, 1873, p. 3)

The Carbondale Presbyterian Church Sabbath School traveled via the Jefferson Branch on Thursday, July 10, 1873 to Herrick Center and enjoyed a genteel picnic there in a beautiful grove close by the railroad. The following account of the picnic excursion was published in the *Carbondale Leader* of July 12, 1873:

**“PICNIC AND EXCURSION.**—Owing to the inclemency of the weather, the picnic and excursion of the Presbyterian Sabbath School, which was to have taken place on Wednesday, was post-poned until Thursday. Thursday morning was pleasant and the members of the school congregated at the church and at about a quarter past eight, they were marched over to the depot, headed by the Continental Brass Band. As soon as possible the school and persons who accompanied the picnic were on board, and the train departed for Herrick Center, on the Jefferson Road, where the picnic was held in a beautiful grove close by the railroad. At the grove our school was joined by another Sabbath School and several people of Herrick Center and the adjoining country. After all of the multitude had been seated, a prayer was offered by the Rev. Mr. Bryan, pastor of the Presbyterian Church of this city. After prayer, singing by the schools took place. The singing was followed by addresses from Rev. Mr. Bryan, Rev. Mr. Gils, pastor of the M. E. Church at Herrick Centre, Rev. Mr. Raynor, of Uniondale, and a son of Rev. Bryan, all of which were pleasing and entertaining, and well received by the old and young. After the addresses had been delivered, the band discoursed some very fine music. Refreshments were next in order, the arrangements of which were complete in every respect, as not one of the vast assemblage departed from the tables which were loaded with ‘good things’ until their craving appetites were sufficiently satisfied. Refreshments being over, little groups here and there could be seen roaming the grove, sitting on the grass, at the swings, and at the croquet grounds, which were equipped and put in operation by Mr. John R. Shepherd who was very thoughtful of something novel on an occasion like this. A few other luxuries were indulged in, but we were unable to learn the particulars of them, but those who participated in them, were, not doubt, well pleased. The day was spent with so much harmony and good feeling, that the hour for their departure arrived before scarcely any of them were aware of the time of day.” (*Carbondale Leader*, July 12, 1873, p. 3)

There were about six hundred members of the Presbyterian picnic excursion who traveled to Herrick Center on July 10<sup>th</sup>. They were joined by 200 additional persons on the picnic grounds there.

**"The Pic Nic.** / The Presbyterian Sunday School of this city held their proposed excursion and pic nic in a grove at Herrick Centre on Thursday. The arrangements for a pleasant time were very complete. It is estimated that about 600 went up from here, and that upwards of 800 were upon the grounds. / The day was a fine one, and the excursion was made in entire safety." (*Carbondale Advance*, July 12, 1873, p. 3)

There were two passenger trains daily, north and south, on the Jefferson Branch in August 1873:

**“Jefferson R. R.** / Trains leave Carbondale as follows:--No. 1, at 10:45 o’clock A.M., arriving at Susquehanna at 12:45 P.M.; No. 37, at 3:40 P.M., arriving at Susquehanna at 7:30 P.M. / Arrive at Carbondale: No. 2 at 5:35 P.M.; No. 38 at 11:50 A.M. (*Carbondale Advance*, August 23, 1873, p. 3)

In August 1873, the Erie Railway did not have enough coal cars to ship coal over the Jefferson Branch and had to use both freight and cattle cars to ship coal.

"The Erie Railway Company is shipping more coal over the Jefferson Branch than it has coal cars for. Both freight and cattle cars are brought in use for carrying coal." (*Carbondale Leader*, August 23, 1873, p. 3)

Cows on the railroad tracks was an on-going problem in the nineteenth century. On August 11, 1874, a cow was killed on the Jefferson Railroad above Carbondale, and one was killed on the D&H near Peckville:

**"Cows upon Railroad Tracks.** / The nuisance of suffering cows to run upon railroad tracks continues unabated. On Tuesday afternoon last, one was killed on the Jefferson RR. above town, and one on the D. & H. RR, near Peckville." (*Carbondale Advance*, August 15, 1874, p. 3)

A special excursion Fourth of July celebration train left Susquehanna Depot at 6 A. M. for Carbondale on July 5, 1875 and stopped at all the stations on the Jefferson Branch to accommodate all persons who wished to attend "the great celebration" in Carbondale. Similarly, on that same day, a special train left Scranton at 6:30 AM. for those in Scranton and in the upper Lackawanna Valley who wished to come to Carbondale that day for the holiday celebrations.

**“Trains for July 5<sup>th</sup>.** / JEFFERSON R. R. / On Monday, July 5<sup>th</sup>, an excursion train will leave Susquehanna Depot for Carbondale at 6 a. m., stopping at all stations. This will accommodate all persons at Susquehanna and vicinity, and along the line of the Jefferson R. R., that wish to attend the great celebration here. / **DEL. AND HUD. R. R.** / A train, we are informed, will leave Scranton at about 6.30 a. m.--the regular Saratoga express, we suppose, but a little earlier—and stopping at all intermediate stations, reach Carbondale at about 7.30. / This will enable all persons in the valley below us that may wish to unite with us in celebrating the day, and improve the opportunity of hearing ex-Vice-President Colfax, to spend the entire day in town.” (*Carbondale Advance*, July 3, 1875, p. 3)



When the Erie Railway Company raised its freight rates for shipping coal over the Jefferson Branch in early September 1875, the response from the small coal dealers in the area was not positive. In the *Carbondale Leader* of September 4, 1875, we read:

“The Erie Railway Company has recently raised its freight rates on coal to such an extent that those who have shipped coal over the Jefferson Branch seriously think of doing so no more. The rates were high enough before. The advance in the rates were made in the interest of greedy and hoggish monopolists who want to make all there is to be made and who never care to see enterprising men outside of their own clique get along in the world. This part of the country would be much better off if it was less subject to the sway and ravages of two-legged hogs—we mean the monopolists who are, and who will be for some time, we fear, holding the small dealers at their mercy. The monopolist cannot endure honorable competition; he is a curse to the entire community.” (*Carbondale Leader*, September 4, 1875, p. 3)

**Collateral railroad note:** The celebration of the opening of the D&H rail line from Albany to Canada took place on November 16, 1875.

On January 22, 1876, it was reported in the *Carbondale Leader* that "The track on the Jefferson Branch road is now in a better condition than it has been for some time."

“The track on the Jefferson Branch road is now in a better condition than it has been for some time. The management of the Erie Railway intend to improve the Branch whenever improvements are needed. (*Carbondale Leader*, January 22, 1876, p. 3)

In mid-April 1876, land slides were again a problem on the Jefferson Branch:

“The ‘Peanut Express’ started out on Friday morning of last week at the usual hour, but did not reach Susquehanna until four o’clock in the afternoon. Its progress was impeded by landslides which the heavy rains of last week had made, and which are regular vernal occurrences on the Jefferson Branch. There were a number of passengers on the train who became tired out and totally out of patience long ere the train reached its destination. Those who went to places along the Branch with the intention of returning to Carbondale at half-past five o’clock the same day were also sadly disappointed, and were obliged to remain at the lonesome hamlets until late at night. The train left Susquehanna as soon as it conveniently could after its arrival there. It reached Carbondale at two o’clock in the night with twelve or fifteen as tired and sleepy-looking individuals as one often sees; and they were heartily glad to get to some place where a good bed could be rented for the night and peace and quiet could be found. The Branch has been in a very good condition during the past winter, but the recent storms injured the road-bed considerably. Gangs of men have put everything in good shape again.” (*Carbondale Leader*, April 22, 1876, p. 3)

In mid-May 1876, an immense boulder, weighing four or five tons, rolled down the bank and landed in the middle of the tracks on the Jefferson Branch a mile and a half north of Carbondale, making it impossible for Conductor Palmer's train to continue for a couple of hours.

“Conductor S. T. Palmer runs the first train out from Carbondale over the Jefferson Branch every morning. His train leaves here at about five o'clock. On Wednesday morning, when his train had passed the deep rock cut a mile and half north of here, it met with a huge obstruction. The heavy rains of the day and night previous had loosened some of the immense boulders which precariously hang from the banks of the deep cuts along the Branch, and one of these, a ‘hard-head’ which weighed four or five tons, rolled down on the track and stopped there. Conductor Palmer's train was detained a couple of hours. It was with much difficulty that a gang of men removed the obstruction far enough from the track to enable the train to pass. When this was accomplished the rock was drilled into and blasted into a thousand pieces.” (*Carbondale Leader*, May 13, 1876, p. 3)

A new time-table on the Erie's Jefferson Branch, and on the roads controlled by the D. & H. C. Co., went into effect on Monday, June 26, 1876. Under the new timetable,

- The ‘Peanut Express’ will leave Carbondale at 11:10 A.M. instead of 7:12 as now, and arrive here a few minutes earlier.
- A through car will be run from Philadelphia to Saratoga. This car will stop at Wilkes-Barre over night and will leave Carbondale at 7:10 in the morning.

Regarding this through car from Philadelphia to Saratoga:

- It will be run as an independent train from here to the A. & S. line, and will not stop at any of the stations on the Jefferson Branch except Jefferson Junction.
- The distance of thirty-six miles from Carbondale to Jefferson Junction will be made in one hour and fifteen minutes.
- Passengers will not be inconvenienced by changing cars, and the car will arrive at Saratoga between two and three o'clock in the afternoon.

Here is the notice about the new time table that was published in the *Carbondale Leader* of June 17, 1876:

“A new time-table on the Erie, Jefferson Branch, and on the roads controlled by the D. & H. C. Co., will go into effect on Monday, June 26. The ‘Peanut Express’ will then leave Carbondale at

11:10 A.M. instead of 7:12 as now, and arrive here a few minutes earlier. A through car will be run from Philadelphia to Saratoga. This car will stop at Wilkes-Barre over night and will leave Carbondale at 7:10 in the morning. It will be run as an independent train from here to the A. & S. line, and will not stop at any of the stations on the Jefferson Branch except Jefferson Junction. The distance of thirty-six miles from Carbondale to Jefferson Junction where it strikes the Nineveh Branch of the D. & H. C. Co., will be made in one hour and fifteen minutes, and the car will arrive at Saratoga between two and three o'clock in the afternoon. This is a little faster time than has been made on this route heretofore. Passengers will not be inconvenienced by changing cars, and will therefore find this route a very convenient as well as a pleasant one. There will be some slight changes made in the time-table of the D. & H. C. Co.'s road between this city and Scranton, which, not having seen a copy of the new table, we are unable to give this week." (*Carbondale Leader*, June 17, 1876, p. 3)

We learn two very important facts from this new timetable that went into effect of June 26, 1876:

1. The appellation "Peanut Express" is not a nickname for the "Saratoga Express".
2. This "through car from Philadelphia to Saratoga" (with a stop at Wilkes-Barre overnight, and with a departure from Carbondale at 7:10 A.M. on the following day) is the Saratoga Express, re-born. The Saratoga Express was inaugurated, initially on June 30, 1873; on Saturday, September 6, 1873 it was withdrawn. On June 26, 1876, it was re-instated/re-born.

We will have more to say about the Saratoga Express in Volume XVI in this series. In the meantime, for the record, here are three newspaper notices, the first two of which were published on September 6, 1873, the third of which was published on March 27, 1875, which are important in recording the history of the Saratoga Express:

1. "The Saratoga and Philadelphia express which made its first trip on June 30, will be withdrawn from the road to-day, Saturday. It has been a great convenience to many travellers and tourists, and will be missed by them. The train has not been as well patronized as it should have been." (*Carbondale Leader*, September 6, 1873, p. 3)
2. **"Withdrawal of the Saratoga Express.** / We learn that the Del. & Hud. Saratoga Express will be withdrawn from the road today—Saturday." (*Carbondale Advance*, September 6, 1873, p. 3)
3. "The D&H C. Co. has been compelled to take the train which it formerly ran from Carbondale to Nineveh off of the Jefferson Branch. The Erie Company was paid for the passengers who were

carried over the branch by the D&H train, but we understand that the Erie authorities did not consider the arrangement profitable to their company, and therefore the D&H had to haul the train off. The same train is now run from the junction in the woods under the rocks [Jefferson Junction; visited by John V. Buberniak and S. Robert Powell on November 15, 2008; photographed by S. R. Powell] to Nineveh, and makes connection with the 'Peanut Express' on the Jefferson [between Carbondale and Jefferson Junction], and trains on the A. & S. The train on the Nineveh branch, we are informed, has received the appropriate name of the 'Buckwheat Accommodation;' and the residents of that part of the Susquehanna valley through which it flies like lightning, are said to patronize it liberally. We are sorry to hear of this change, as the abandoned train was a great accommodation to a few people who are regular patrons at this season of the year, and to a large number of tourists and pleasure-seekers in the summer. When summer comes again, there will undoubtedly be another Saratoga express put upon the road [emphasis added]. Travellers who wish to go to any point between Nineveh and Albany do not care to 'lay off' any length of time in the woods at that romantic place called Jefferson Junction. It is a cool place, but altogether too quiet." (*Carbondale Leader*, March 27, 1875, p. 3)

On Monday, August 7, 1876, the "Peanut Express", on its way down the Jefferson Branch to Carbondale, ran off the track about two miles above Forest City. The cause of the accident was a bent rail. The rail had been bent three or four inches out of the straight line by a tree that had been blown across the track during a heavy shower that afternoon. There were no injuries that resulted from the derailment.

"On Monday afternoon the 'Peanut Express,' on its way to Carbondale, ran off the track about two miles above Forest City. The accident happened a short distance south of one of the bridges that spans the Lackawanna. There had been a heavy shower that afternoon, and trees were blown across the track. The train came around a curve just north of where a tree had fallen, and the obstruction was not, of course, discovered by the engineer in time to stop the train. The tree had bent one of the rails three or four inches out of the straight line. The engine struck the tree and partly passed it, and would have gone along without leaving the track had the track been straight. The bend in the rail threw the front wheels and one pair of drive wheels of the engine off the track. The cars came along and jumped off and ran a short distance before they came to a stand still. One lady passenger fainted away, but aside from this there was no serious fright, and no one was injured bodily. The train was two miles from any station, and it was therefore quite a while before assistance could be sent for. The telegraph wire was down between here and Forest City, caused, we believe, by the storm. The engine and cars were placed upon the track in quick time after the arrival of the laborers with their jack screws and other necessary wrecking implements. About nine o'clock the train reached the depot in this city. The passengers, aside from being a little weary, were feeling remarkably well." (*Carbondale Leader*, August 12, 1876, p. 3)



On September 30, 1876, it was reported in the *Carbondale Leader*, that twelve loaded coal trains a day are sent north from Carbondale over the Jefferson Branch:

“The coal traffic is brisk over the Jefferson Branch at present. Twelve loaded trains a day are sent north over this route, eight over the main line of the Erie, and four over the A. & S. road.”

In September 1876, the Jefferson Branch was busier than ever.

The Branch has not very lately been so busy as it is now.” (*Carbondale Leader*, September 30, 1876, p. 3)

Coal traffic over the Jefferson Branch was even brisker two weeks later, when thirteen Erie coal trains and six for the D. & H. C. Co. were taken over that road nearly every day for a number of days. On Monday, October 9, 1876, nearly fifty trains in all were run over the Jefferson Branch which, at the time, was still a single track road:

“The coal traffic on the Jefferson Branch has been brisker than ever this week. Thirteen Erie coal trains, and six for the D. & H. C. Co. have been taken over that road nearly every day for a number of days past. The rush will doubtless continue for a few weeks before all the orders can be filled. It requires some skill to run this number of trains over a single track road, but the men who manage the running of them have done so without accident. On Monday nearly fifty trains in all were run over the Branch.” (*Carbondale Leader*, October 14, 1876, p. 3)

On October 17, 1876, the Erie Railway ran excursion trains from Susquehanna to Philadelphia to the Centennial. Tickets were \$6 for the round trip. Hundreds of people from along the Jefferson Branch and towns along the main line took advantage of the low fare.

“The Erie Railway ran some heavy excursion trains from Susquehanna on Tuesday. Hundreds of people from along the line of the Jefferson Branch and towns along the main line took advantage of the low fare to Philadelphia and return—only six dollars for the round trip—and started for the Centennial.” (*Carbondale Leader*, October 21, 1876, p. 3)

Coal shipments over the Jefferson Branch were heavier during October 1876 than at any other time since the road opened. Nearly 65 trains, loaded and empty, ran over the branch each week day. The loaded trains carried between 4,500 and 5,000 tons of coal north per day.

“Eighteen coal trains a day were run over the Jefferson Branch nearly every day last week and so far this week. These loaded trains carry between 4,500 and 5,000 tons of coal north per day. Of

these the Erie has twelve trains and the D. & H. C. Co. six. This brisk coal traffic over the Jefferson Branch is likely to continue for a few weeks to come, as there are many orders yet to be filled. New orders are received daily, and both companies are considerably behind in their shipments. There has probably been no time since the Jefferson was opened to coal traffic when so much coal was carried over it as there has been during the past month. Nearly sixty-five trains, both loaded and empty, run over the Branch each week day.” (*Carbondale Leader*, October 28, 1876, p. 3)

In December 1876, petitions were circulated in support of putting the "Peanut Express" back on the Jefferson Branch.

“A strong effort is being made to have the Peanut Express put back on the Jefferson Branch again. Petitions are being circulated, and many names have already been obtained. The Erie Company will feel inclined to pay some attention to this, we think.” (*Carbondale Leader*, December 9, 1876, p. 3)

On December 16, 1876, the D&H passenger train on the Jefferson Branch began stopping at all stations along the branch. The Erie Company is reported to get all the receipts from the passengers which the D. & H. train carries over this line.

“The D. & H. train over the Jefferson Branch runs on the same time that it did last week. On Saturday it commenced to stop at all the stations along the Branch. The Erie Company is reported to get all the receipts from the passengers which the D. & H. train carries over this line.” (*Carbondale Leader*, December 23, 1876, p. 3)

During the summer of 1877, two or three of the old bridges on the Jefferson Branch over the Lackawanna River were scheduled to be rebuilt.

“Some of the old bridges across the Lackawanna on the Jefferson Branch are shaky affairs and need careful attention. We understand that two or three of them will be rebuilt this season. It is to be hoped that such is to be the case.” (*Carbondale Leader*, June 2, 1877, p. 3)

A detailed description of a trip over the Jefferson Branch of the Erie, from Carbondale to Susquehanna, and then on the Erie's main line to Binghamton, was published (p. 3) in the *Carbondale Advance* of August 4, 1877. Here is that remarkable description:

**“A Trip over the Jefferson.—Susquehanna and Binghamton.** / A Trip over the Jefferson branch of the Erie Railway, from this city to the junction with the Albany & Susquehanna RR. near Lanesboro’[should read "the Erie main line at Lanesboro], possesses many charms for the traveler or tourist. After passing the mammoth Lackawanna breaker and coal schutes at the upper end of town, and then Morss’s tannery, we enter a dense forest thro’ which we continue for miles and in the midst of which is located Forest City, a place composed of a few scattering huts, a saw-mill and a coal breaker. Coal underlies the whole surface here, and we believe a bright future is in store for Forest City at no very distant day. The river is very winding from Carbondale to two miles above this place, and there are three or four railroad bridges in the distance. After a ride of a few miles more through the forest, 12 miles from Carbondale our eyes are greeted by the view of an open country. Uniondale, with its fine farms and neat houses, pretty churches, large flouring mill and comfortable stores, seems almost like ‘fairy land’ after traveling so many miles through the dense thicket. In the ‘days of yore’ the stream from here to Carbondale used to be well filled with trout, affording rare sport for the fisherman, and supplying many a family with a food more delicious than meat, or any other fish. / A short run from Uniondale brings us to Herrick Centre, where there is a large tannery owned by Alden & Patterson. The farms about here do not seem to be as good as those around the former place; and as we proceed toward Ararat Summit appear to be poorer still. There is a saw-mill and post-office here, but the houses are few and far between. Near here is the longest trestling on the road [Trestle 3 ½ over Sinkhole Swamp]. It is built on a curve, and is a model of modern engineering skill. The cars run very slow over these high works, and some timid persons breathe freer when they are crossed. The scenery is wild and rolling from here to Thompson, the next station, which is a stirring little place. The farming community for miles round make this their headquarters and thus enhance the value of property in the enterprising hamlet. Dr Y. C. Smith now resides here, preaches in the M. E. Church, and acts as mail agent between Susquehanna and Carbondale during the sickness of Mr. J. T. Roberts of this city. / Two miles and a half further on we arrive at Starucca [sic] station, and gain a fine view of the narrow but beautiful Starucca [sic] valley, which the roadbed follows to Lanesboro’. Near this station is another trestling, quite high, but not so high as one between here and the one at Ararat. Starucca [sic] is a pretty little village, containing a tannery, stores, a handsome church, many neat dwellings and one costly mansion—the residence of Judge Strong. Near the depot there is a large hotel called the ‘Mountain House.’ / Down the stream we go, toward the Susquehanna, in a few minutes reaching the lumber stations of Melrose and Stevens’ Point, then the leather, brick and chair town of Brandt’s. Here is a nice but small brick chapel, where Rev. Mr. Petersen, a son-in-law of Mr. Brandt, preaches. From here to the junction with the A. & S. RR.[should read "the Erie main line"] the distance is about a mile and a half [the remainder of this sentence is very tangled and should be deleted], and from Jefferson junction with the A. & S. to Jefferson junction with the main line of the Erie is about the same distance. Going down the Starucca [sic] one can get an excellent view of that stupendous and magnificent piece of stone architectural bridge building—the Starucca [sic] Viaduct—with which the main line of the Erie spans the valley and stream. [from New York 190 miles, from Dunkirk 270 miles; the viaduct is 1,200 feet long, 110 feet high, and has 18 arches

with spans of 50 feet; its body is 24 feet in width, but the top is 30 feet, affording space enough for a double track; the viaduct was built in one year, under the direction of Mr. Kirkwood, superintendent of the Erie Rail Road at the time; the entire cost of the structure was \$320,000] Lanesboro' lies just beyond on the Susquehanna flats, and the town of Susquehanna a mile below, mostly on the surrounding hills, as the flats are very narrow at the latter place. The Erie company 'made' the land here for their extensive shops and yards. The main shop is 817 feet long by 250 wide, and has several additions of brick—the main building being of stone. These shops contain the longest line of shafting in the United States. The passenger depot is 325 feet long by 40 feet in width, two and a-half stories high, and contains a dining room 117 by 40 feet. / Within ten years Susquehanna has doubled its population, and it now contains quite a number of good dwellings. Among the new business places 'Cook's Block,' erected by Hon. J. H. Cook, one of Susquehanna's very best citizens, is the finest. Several other improvements have been made in various parts of the town. The fine Bennett mansion is now owned and occupied by Mr. Cook and the Gregg mansion by Mr. Eisman. The town is beginning to revive from the hard times, as the business of the grand old Erie road increases. The shop hands still work 8 hours a day, but will, it is hoped, before long have full time. / Passing along down the Susquehanna we dart by Red Rock, stop a minute at Great Bend and Kirkwood, and about an hour after leaving Susquehanna arrive at the 'Parlor City'—Binghamton. The magnificent Inebriate Asylum on the east hill shines like a fairy palace in the sun, and the whole prospect is grand to mortal eyes. The town is not misnamed, for no neater place can be found in America—just like a parlor for all the world. The very dirt of Binghamton is cleaner than other dirt. Every inhabitant of the place must be of the most refined order, or they are not kept in Binghamton long. The townspeople will not tolerate filth, neither will the authorities allow it. No cattle, horses, hogs or dogs are allowed to run at large; neither are boys allowed to trespass upon their neighbors' grounds; consequently no fences are required for protection to lawns or gardens. Many of the handsomest houses and most beautifully laid out lawns and flower-gardens have no fences around them, and still are perfectly safe from depredations by man or beast. Such a community is one to be desired as a place of residence. And then the architecture of the 'parlor city' cannot be excelled for neatness and beauty. The churches are elegant, and so are some of the more modern-built stores, especially the blocks built by Phelps, and Perry, and Sisson, and Hallock, Cary & Co. The Phelps block combines grandeur with elegance—the Perry block is marvelously beautiful. / We noticed several new brick buildings going up in the city, which was rather a surprise in these hard times. But we suppose times are not hard with the most of Binghamtonians—at least we should judge they are not, from the smiling faces behind the counters, and in front of the counters in many of the stores. / Among the enchanting spots of Binghamton may be classed the Dwight property. It is an earthly paradise. A view of the elegant hotel, forty beautiful cottages, and the lovely park, which comprise this property, causes the beholder to stand abashed with wonder and surprise at the audacity and munificence of Col. Dwight. The sparkling fountains, lovely lawns, etc., still remain to cheer the tenants, while the projector and once owner of all this loveliness is a bankrupt in a distant city. The enterprise was too immense and costly for the times, and involved



him in pecuniary ruin. Binghamton can illy afford to loose [lose] such men, but all her population is of an enterprising stamp, and she will recover. / These Dwight cottages, and hotel, and park, are upon the old homestead of the late Hon. Daniel S. Dickinson, on the west bank of the Chenango, over which river Col. Dwight erected a beautiful suspension bridge to connect the place more nearly with town and the depots than the other bridge does. The cottages which formerly rented for from \$25 to \$40 per month now bring but \$12 ½ to \$20, and so with the cheaper grades—half-price being the rule all through the list. Here are houses with every convenience—hot and cold water, bath, gas, etc.—and handsome fountain and grounds, at from eight to twelve dollars per month—places as beautiful and convenient as any in the Lackawanna or Wyoming valleys at double the money.” (*Carbondale Advance*, August 4, 1877, p. 3)

Patrick Riley and Michael Merrick were killed in a terrible accident at Melrose station on the Jefferson Branch at six o'clock on Thursday afternoon, October 4, 1877. The cause of the accident was a misplaced switch. It is not positively known whether the switch became misplaced through carelessness or from diabolical motives.

**“AWFUL ACCIDENT ON THE JEFFERSON BRANCH RAILROAD. / An Engineer and Fireman Killed.** / A sad and fatal accident occurred on the Jefferson Branch at Melrose station at six o'clock Thursday afternoon. The D. & H. freight train between this city and Nineveh, there encountered a misplaced switch, which was the means of throwing the locomotive and tender and three freight cars from the track, and sacrificing the lives of two noble men—Patrick Riley, engineer, and Michael Merrick, fireman, both residents of Nineveh. Riley was the father of three or four children and Merrick of one. Both men were well known here—Merrick formerly living here and Riley in Scranton. Both were terribly scalded and Merrick's feet were fast under the engine. News of the accident was received here at seven or seven and a half, and a doctor was telegraphed to go from Susquehanna, nearer by, while a wrecking train was got in readiness here and started out about 8:30, accompanied by Dr. Payne. A little after 1 o'clock the track was cleared, and the bodies conveyed to Nineveh—Merrick having died at 8:40 and Riley at 9:20. It is not positively known whether the switch became misplaced through carelessness or from diabolical motives. This will be found out.” (*Carbondale Advance*, October 6, 1877, p. 3)

In early November 1877, from twelve to fifteen coal trains per day are sent north out of Carbondale on the Jefferson Branch. About two-thirds of the amount shipped goes to Albany and beyond, while the other third goes west over the main line of the Erie.

“The Jefferson Branch is kept lively nowadays by the large number of coal trains which pass over it. From twelve to fifteen trains a day are sent over the road for the north. About two-thirds of the amount shipped goes to Albany and beyond, while the other third goes west over the main

line of the Erie. The brisk traffic in coal will probably continue for several weeks to come. All the employes of the Branch are kept as busy as bees, and all are working on full time at very fair wages. The road is said to be in a very good condition. Repairs are constantly being made along the route, and everything done to make the road as safe as possible. The D. & H. C. Co. is shipping about 2,000 tons per day over the Branch.” (*Carbondale Leader*, November 10, 1877, p. 3)

In November 1878, the Erie completed arrangements for a largely increased business over the Jefferson Branch. To accommodate that increased business, the D. & H. C. Co. laid additional tracks and switches in their Carbondale yard, the former ‘Ball ground’ being used for that purpose. Loaded coal cars from Carbondale were then being sent to various points in the West, some of them even beyond the Mississippi. Carbondale's potential as a shipping point was recognized and extolled by the *Carbondale Advance*, and expressed in an important article in the *Carbondale Advance* of November 2, 1878. Here is that article:

**“Important Hopeful Indications.** / The N. Y., Lake Erie & Western R. R. are now completing arrangements for a largely increased business over their Jefferson Branch through Carbondale. At Pleasant Valley they are erecting ‘pockets’ and ‘schutes’ for the transfer of coal from the cars of the Penn’a Coal Co., heretofore shipped North *via* the Lehigh Valley R. R., all of which will pass on to the Jefferson Branch at Carbondale. To accommodate this increased business, the D. & H. C. Co., are busily employed in laying additional tracks and switches in their yard here, the old ‘Ball ground’ being used for that purpose. Already a large number of new cars have been sent here, which are being filled with coal for various points in the West, some of them even beyond the Mississippi. The long hoped for day, when Carbondale shall attain the importance as a shipping point, for which her position so admirably fits her, seems about to be realized. / Why will not some of our public spirited citizens see and appreciate these advantages, and start up some manufacturing enterprises. Few places are so favorably situated, for this purpose, or possess a tithe of the advantages to be had here. It is one of the most quiet, industrious, law abiding and stable places to be found in our country. Water power, and the cheapest possible steam power, can be had without limit. Skilled and unskilled labor are abundant, and we believe rents, taxes and provisions are cheaper than in any place of its size in the state. Railroad facilities and freights are as favorable as at any other point in Northern Pennsylvania. Truly there is a grand opening here for enterprising men, and it is sure sooner or later to be seen and appreciated. It may be done very soon, if our people bestir themselves.” (*Carbondale Advance*, November 2, 1878, p. 3)

Charles Hubbard of Carbondale fell backward from a train of cars at Jefferson Junction on Thursday, November 14, 1878, breaking one limb by the fall, near the ankle. He was then placed

in a caboose attached to a coal train and brought home. Here is the accident report that was published in the *Carbondale Advance* of November 16, 1878:

“Mr. Charles Hubbard, of this city, slipped and fell backward, from a train of cars at Jefferson Junction, about half past one o’clock on Thursday morning, breaking one limb by the fall, near the ankle. He was taken down to Susquehanna on the cars, and Dr. Birdsall officiated as surgeon. He was then placed in a caboose attached to a coal train and brought home. The unavoidable jar and motion in the car produced some displacement and very severe pain. Dr. Leet was obtained and the limb again properly fixed and adjusted.” (*Carbondale Advance*, November 16, 1878, p. 3)

A fearful accident took place on the Jefferson Branch on the high trestling East of the Thompson station in May 1879.

Here is what happened: Conductor Palmer left Susquehanna for Carbondale at 9 P. M. with a train of upwards of 120 empty coal cars, with an engine at both ends, being what was called ‘a double header.’ They proceeded without accident until they arrived near Thompson station. There the engine acting as pusher seemed to crowd upon the train, and the third car in front of the caboose is supposed to have then mounted the rail. But it kept the track, until they arrived at the high trestling East of Thompson station, when it broke loose from the train, and fell from the trestling, taking with it also two other coal cars, and the caboose, in which were Conductor Palmer and flagman Stewart, and fireman Murphy. The distance to the ground is there from forty to forty-five feet. The caboose turned over, and containing fire, and lamps, was immediately wrapped in flames. Michael Murphy of Lanesboro died as a result of accident; S. T. Palmer, and George M. Stewart were seriously injured, but not fatally. Here is the accident report that was published in the *Carbondale Advance* of May 17, 1879:

**“Fearful Accident on the Branch.** / A shocking accident occurred on the Jefferson Branch, about twenty miles North of this city, on last Friday night, at about half past eleven o’clock, resulting in the death of Michael Murphy, of Lanesboro, and very serious injuries to Conductor S. T. Palmer, and George M. Stewart. / Conductor Palmer left Susquehanna for Carbondale at 9 P. M. with a train of upwards of 120 empty coal cars, with an engine at both ends, being what is called ‘a double header.’ They proceeded without accident until they arrived near Thompson station. There the engine acting as pusher seemed to crowd upon the train, and the third car in front of the caboose is supposed to have then mounted the rail. But it kept the track, until they arrived at the high trestling East of Thompson station, when it broke loose from the train, and fell from the trestling, taking with also two other coal cars, and the caboose, in which were Conductor Palmer and flagman Stewart, and fireman Murphy. The distance to the ground is there from forty to forty-five feet. The caboose turned over, and containing fire, and lamps, was immediately wrapped in flames. A fiery death seemed inevitable, but they all escaped alive, from

the terrible danger. / Murphy was taken back to his home in Lanesboro, and Messrs. Palmer and Stewart brought to their homes in this city. / Mr. Palmer's injuries are very severe burns on his left arm and hand, chest, shoulders, and face, with bruises and a general shock of the system occasioned by the fall of forty-five feet. / Mr. Stewart had the left hip dislocated, and the cap of the joint fractured, his right arm broken, but much less severely than Mr. Palmer. / Both are made as comfortable as possible after the severe injuries they have received, and we are glad to state that there is a good prospect of their recovery." (*Carbondale Advance*, May 17, 1879, p.3)

Thomas Dickson, President of the Delaware and Hudson Canal Company, went before the Legislative Railroad Investigation Committee at Albany, N. Y. on Friday, September 19, 1879. Among the many interesting statements in his remarks are the following about the Jefferson Branch"

- The Jefferson road is still (1879) under lease to the Erie
- The D&H furnished the money to the Jefferson Railroad Company to build the Jefferson Branch from Carbondale to Lanesboro; in return, the D&H received \$1,500,000 worth of bonds of the Boston, Hartford and Erie road as security; those bonds were guaranteed by the Erie road
- The Jefferson Branch is a three-rail line (D&H 4 feet 8 ½ inches; Erie 6-foot gauge) that is 38-miles long

Here is the account of Thomas Dickson's remarks before the Legislative Railroad Investigation Committee at Albany on September 19, 1879 that was published in the *Carbondale Leader* on September 20, 1879. We have underlined the portion of his remarks that relates to the Jefferson Branch.

**“DELAWARE AND HUDSON. / THE RAILROAD’S NORTHERN CONNECTIONS—COAL LAND AND ROLLING STOCK OF THE COMPANY—ITS RELATIONS WITH THE ERIE—CANAL TOLLS—THE PROBLEM OF ECONOMICAL TRANSPORTATION—PRESIDENT DICKSON’S IDEA OF COAL COMBINATIONS.** / Thomas Dickson, President of the Delaware and Hudson Canal Company, was before the Legislative Railroad Investigation Committee at Albany, N. Y. on Friday, and testified as follows concerning the business of his company, and matters pertaining to railroad management in general: / My name is Thomas Dickson; I am president of the Delaware and Hudson Canal Company, and have been for ten years; they have a gravity road and a canal from the coal regions; we leased the Albany and Susquehanna Railroad in 1870; it did not run to our coal mines; it ran within fifty miles of our coal land; we put in a link from Nineveh to the Jefferson road after we bought the Albany and Susquehanna road; we had a contract with the Jefferson road to run our rolling stock over that road; which gave us a continuous road from the mines under our control; we had no winter connection to Northern New York before we obtained the control of the Albany and



Susquehanna road; the first purchase of the Delaware and Hudson Canal Company was the coal lands, the canal after; we move about 2,000,000 or 3,000,000 tons of coal a year; in 1871 we leased the Saratoga division to Whitehall, &c.; in 1873 we constructed the New York and Canada road—that is, we furnished the money and leased the road; the Jefferson road is still under a lease to the Erie; when we furnished the money to the Jefferson road we received \$1,500,000 worth of bonds of the Boston, Hartford and Erie road as security; they were guaranteed by the Erie road; the reason we did so was that we were anxious to have the road built, and it did not make any difference to us what bonds we took; arrangements were made with Gould and Fish; we use the road; thirty-eight miles of the road is a three rail road; the Jefferson road does not own any rolling stock; the Erie road claims to own lands near ours. [emphasis added] / TRANSPORTATION OF COAL. / I did not know that an application had been made for a receiver to be appointed for the Erie road when they asked for the loan that we refused them; we pay a larger price for coal at a local station than we do at competitive points; the rate is the same as that of the Erie road when the circumstances are the same; the coal cars over the Erie road are furnished by the Erie; it would not be economy for us to furnish the cars west of our lines; they don't use the coal cars; our gravity road is a different gauge from the Erie road; we can't run our cars on their road; we don't charge the boatmen any toll on the canal for coal; we have no toll sheet for coal; we have one for other freight; we have reduced the rate to ourselves for coal on our road since 1872; it used to be two and one-half per cent. a mile; it is not over one and one-fourth per cent. per mile now; we make a charge of one and one-half per cent. per mile to Saratoga and one per cent. to Whitehall to ourselves because there is competition at Whitehall, Glen's Falls, the Branch, &c.; the price of coal at Saratoga is fifty cents less than at Morristown, N. Y.; they are selling coal in New York harbor for less than they do at their mines; the cost of transportation depends upon the amount of business that we do; I think we could make more money if we did all our coal business at Whitehall than to stop that train at Saratoga and switch part of it on a side track and wait three or four days for the cars to be unloaded and then make the train up again. / BENEVOLENT BUSINESS. / We have been doing benevolent business for the past two or three years because we were compelled to do it; the business of the company has not been enough to pay the cost of all the roads; the railroad between Whitehall and the Canada line was a little ahead of its times; the one from Albany to Binghamton is a necessity; the Saratoga was represented to be worth a great deal more than it really was or is; the Albany and Susquehanna road had some assistance from counties along the road, but it has all been paid back; it has also had some from the State; we pay \$1 per day for common labor; we have paid as high as \$1.90 per day; I make reports to the State Engineer; I have noticed that they (the State Engineer's reports) do not give much information; they could be simplified very much and give better information; it would not be very hard work to get the actual cost of a railroad; we can give ours at any time without trouble; the New York and Canada road could be replaced for less money; our other roads could not be replaced for less money; we make no reports as a canal company; we make them as a railroad company; we close everything every month in our accounts. / A floating debt consists of all adjusted claims—all claims that are due but which are not paid because we haven't money for them; past coupons are also a floating debt; it would not

be easy for the railroads to close up on the 30<sup>th</sup> of September; I would make it the 30<sup>th</sup> of December; I think the report ought to contain a balance sheet; without a balance sheet the report is very deceiving; it is of no value to the State at all in its present form; I see no objection to asking in the engineer's report how much of the interest on bonds is charged to the construction account; in our capital account we put stock first and then all our fixed debts. / COAL COMBINATIONS. / Witness explained about coal combinations or agreements, as he chose to call them. That they were made with other companies agreeing not to offer more coal from the mines than was demanded, so as to keep up the prices; but the other companies had in some way broken their agreement, and it had ended; each company got a pro rata of the amount received, but it was found that there were not units enough in the hundred to supply them all—that it would require 150. The witness said he thought it was a proper thing for the companies to combine to restrain the production of coal. He said potatoes could be made to grow so plenty that people would not take them even if they were given away, and, therefore, he thought the law of commerce would require restriction, and he thought that, as to coal, this would result in a fair price to the producer and to the consumer." (*Carbondale Leader*, September 20, 1879, p. 3)

For the first eighteen years of its existence, the Jefferson Branch was a single-track, three-rail line. In January 1888, work began on the double tracking of the Jefferson Branch:

"Work has commenced on the double track of the Jefferson branch, North of this city." (*Carbondale Advance*, January 3, 1888, p. 3)

Bernard McCluskey came to his death while lying upon the track of the Jefferson Branch of the N. Y. L. E. & W. R. R., in Fell township, Lackawanna Co. Pa., about one mile North of Carbondale at about 10 o'clock p. m. August 20, 1880, by being run over by Coal train No. 10. From the evidence gathered/reported, no blame is attached to the engineer or conductor of said train. McCluskey, a respectable farmer residing near Hill Top, P. O., Mt. Pleasant township, Wayne Co., on the road from Mt. Pleasant to Bethany, was about 60 years old. He sometimes indulged in intoxicating drinks. W. Rosser, conductor on the Honesdale, Gravity passenger trains, reported that he saw Bernard McCluskey in the bar room of the Allen House at Honesdale, about noon on the day of the accident, and saw him take a glass of beer there. Rosser further noted that McCluskey came over with him (Rosser) to Carbondale on the afternoon train, which arrived in Carbondale at 4:10. Here is the report on the accident that was published in the *Carbondale Advance* of August 28, 1880:

**"Shocking Death upon Jefferson Branch.** / Early on Saturday morning last, our people were startled by the report that a stranger had been killed during the preceding night, on the railroad track of the Jefferson Branch, one mile above town, and his remains brought to the city. The victim proved to be Bernard McCluskey, a respectable farmer residing near Hill Top, P. O., Mt.

Pleasant township, Wayne Co., on the road from Mt. Pleasant to Bethany. Age about 60 years. / THE INQUEST. / Alderman Thompson of this city, acting as Coroner, summoned the following well known citizens, as a Jury of Inquest; / Bryce R. Blair, H. B. Jadwin, W. Burr, H. O'Neill, M. Dugan and S. Bolton. / THE INQUEST. / J. Vandermark, sw. and says: I am engineer of Coal train, No. 10. I was coming down towards the depot, at 10 o'clock last night, and when about one mile north of Carbondale depot, I discovered an object on the track about 10 rods ahead of the train. It was lying crosswise on the track. I whistled down brakes, but the train passed over it. I felt no jar, and heard no noise at all. As soon as the train stopped, I went back and found blood. The conductor hallowed, 'we have run over a man.' I found the body about twelve feet from where it was struck, still on the track, diagonally, one foot in the middle of the track, and the other lying across the rail. The body lying here before us is the one we found. The only portion of the body lying on the rail was one foot. There was fresh blood on the pilot, where it struck him. When we found him he did not move a muscle. The pilot is about four inches above the track. There was blood on the foot step on the under side. He made no noise at all. The body was warm where the clothes covered it. The train was going at the rate of about ten miles an hour. The accident occurred on the Jefferson Branch of the N. Y. & E. R. R. above the coal pockets. I could not have stopped the train to have prevented the accident. The grade at that point is heavy—about 70 feet to the mile. / G. W. Silvernell, sw. and says: I am conductor of coal train No. 10. At 10 p. m. last night our train was coming toward the yard, about one mile North of Carbondale. I heard the engineer whistle 'brakes down.' The cars passed on in the switches. I heard the cars a little ahead of me jump, as they will when off the track, or when they pass over anything on the rail. I was standing on the forward end of the caboose. The caboose also jumped when passing over the object. I cut the caboose loose and got off. I found this man. I first thought it was one of our men, but upon examination I found that it was an aged man. I put my hand upon his body and found it was warm. The body was in the same position as when viewed by Alderman Thompson and the jury. There was no cry. There was not time enough for one to make a cry after he was struck, before he was killed. I found his hat about 20 feet above, where we found the first blood. It was not half a minute after the caboose was off, before I felt of him. The only part of his body on the rail was one foot. He lay between the rails. My opinion is that he was killed by the train. / John Mack, fireman, and Charles Ferrell, head brakeman, on the train, sworn, and corroborated the testimony of the engineer and conductor. / Daniel Hatten sw. and says: I have viewed the body lying before us, and recognize it as the body of Bernard McCluskey, late a resident of Mount Pleasant tp., Wayne Co., Pa. His age was about 60 years. I have known him 25 years. He was a farmer. He sometimes indulged in intoxicating drinks. I did not see him yesterday. / Michael Hart and John Campbell brakeman on the train, sworn, and corroborated the preceding testimony. / A. Gillis, M. D. sw. and says: I examined the body—found a fracture of the frontal bone of the head, one leg crushed and almost severed from the body, the upper part of the chest crushed, and main arteries severed. Bernard McCloskey came to his death by the above mentioned injuries, caused by being struck and run over by a train. /

Friend Fowler, fireman, and Malachi Manion, on Jefferson Branch, four miles from the depot, North, sw. and corroborated preceding testimony. / Capt. S. E. Bryant, watchman at the pockets, and Thomas F. Mullady, yard master, sw. in corroboration. Neither had seen McCluskey on the day preceding. / C. W. Smith, in charge of engines at the round house did not see McCluskey, the day before. / D. C. Benscoter, engineer on passenger train, sw. and says: On a descending grade train could not be stopped, if he engineer used every effort, in less than 250 feet. Have been an engineer upwards of 12 years. / S. H. Dotterer, sw. and says: On a dry rail and by using sand, train might possibly be stopped in from 200 to 225 feet. An object could not be discerned at night between the rails, and nearly the color of the rails until the engineer was right upon it. / S. C. Fuller, engineer, sw. and says: Train could be stopped in about 20 or 30 rods. An object like the present case could not be discovered until within 100 feet of it. / W. Rosser, conductor on Honesdale, Gravity passenger trains, sw. and says: I have seen the body of Bernard McCluskey. I saw him yesterday in the bar room of the Allen House at Honesdale, about noon. I saw him take a glass of beer there. He came over with me to Carbondale, on the afternoon train. The train came into Carbondale at 4:10. I think he got off at the Highland platform in Carbondale. / VERDICT OF THE CORONOR'S JURY. / The jurors upon their solemn oaths say: 'That the said Bernard McCluskey came to his death while lying upon the track of the Jefferson Branch of the N. Y. L. E. & W. R. R., in Fell township, Lackawanna Co. Pa., about one mile North of Carbondale at about 10 o'clock p. m. Aug. 20<sup>th</sup>, 1880, by being run over by Coal train No. 10, and from the evidence no blame is attached to the engineer or conductor of said train. / In witness whereof, as well the aforesaid Alderman, acting as coroner, as the jurors aforesaid, have to this inquisition put their hands, and seal on this 23d day of August 1880, at the city of Carbondale, in said county of Lackawanna. / J. G. Thompson, Ald.; Bryce R. Blair, Henry B. Jadwin, W. Burr, H. O'Neill, M. Dugan, S. Bolton, Jurors. / On Saturday evening last, at the close of the inquest, ex-Mayor Morrison conveyed the remains to the friends of the deceased in Mount Pleasant." (*Carbondale Advance*, August 28, 1880, p. 3)

From the biographical portrait of George Chapman that was published in *The Delaware and Hudson Railroad Bulletin*, January 1, 1938 (pp. 3-4, 13), we learn that late in 1880, Chapman was hired as brakeman on the steam railroad by Train Master S. A. McMullen, running north from Carbondale to Nineveh and south to Wilkes-Barre. From Chapman's biographical portrait we learn remarkable facts about coal tonnage movements over the Jefferson Branch in 1880 (when Chapman was hired) and 1938 (when his biographical portrait was published):

"Late in 1880 Mr. Chapman was hired as brakeman on the steam railroad by Train Master S. A. McMullen, running north from Carbondale to Nineveh and south to Wilkes-Barre. The tremendous development which has taken place in railroading in the past 60 years is graphically



illustrated by his recollection that 25 9-1/2-ton capacity coal cars were then a two-engine freight train's tonnage. To move one of these 255-ton trains north from Carbondale to Ararat required two engines. Today [1938] a freight train with one lead engine and two helpers will take 6,000 tons, or 24 times as much, over the same grade."

On June 4, 1881, Tommy Kerins, age 6, was, together with several other boys, jumping on and off a slowly moving train in Forest City when he (Tommy) lost his hold and fell across the rails. In spite of the valiant efforts of his 4-year old brother to extricate Tommy from his perilous position on the tracks, Tommy was crushed in a frightful manner and killed by the train. Here is the accident report that was published in the *Carbondale Leader* of June 10, 1881:

"An accident of an unusually sad interest occurred here [Forest City] last Saturday afternoon which resulted in the death of Tommy Kerins, a six-year old son of Thomas Kerins, a former resident of Carbondale. It appears that Tommy was playing near the railway with several other boys, and seeing some of them jumping on and off a slowly passing train, made an effort to get on but lost his hold and fell across the rail. The train was scarcely moving at the time, and a younger brother, only four years old, with wonderful presence of mind, took Tommy by the hand and made an effort to extricate him from the perilous position, but could not accomplish his purpose until several loaded cars had passed over his body, crushing it in a frightful manner. Engineer Gould carried the mangled body of the little unfortunate into the house and in a few moments life was extinct. The accident at once threw the place into a furore of excitement and cast a melancholy gloom over its entire populace. Mr. Kerins had just gone to Carbondale where he received the sad intelligence by telegram." (*Carbondale Leader*, June 10, 1881, p. 4)

An enterprising tour manager by the name of Elijah Carpenter, from Uniondale, organized a trip from Uniondale, via the Jefferson Branch, and the Erie Railroad to Niagara Falls for Tuesday, October 4, 1881, with the privilege of a range of seven days for return on any regular train on the Erie. Reduced rates were also secured by Carpenter at hotels at the Falls, so that the whole trip, with the entire beauty and grandeur to be witnessed, could be enjoyed for less than \$10. Here is the announcement of the trip that was published in the *Carbondale Advance* of September 17, 1881:

"To Niagara Falls! / Nearly everybody probably hopes and designs at some time to see Niagara Falls. All conceive, from the universal testimony of eye-witnesses, that there is nothing else in the world so grand, so sublime, so soul-inspiring, as to look upon that great work of nature. But the expense has always been so great to those that reside in this section that the great treat has been delayed. But now, by means of an excursion over the Erie Railway, under the management of Elijah Carpenter, of Uniondale, on Tuesday, October 4<sup>th</sup>, the expense is reduced to \$6.00 for

the entire round trip of nearly 600 miles' travel, with the privilege of a range of seven days for return on any regular train on the Erie. Reduced rates have also been secured at hotels at the Falls, so that the whole trip, with the entire beauty and grandeur to be witnessed, can be enjoyed for less than \$10. The opportunity may not occur again in a lifetime. Hundreds should improve this splendid chance, and make one of the happy party that leaves the Jefferson Branch on Tuesday morning, October 4<sup>th</sup>. Very rare enjoyment is by means of this excursion placed within the reach of all, from the very low prices that have been secured, and the manager will spare no pains to secure the safety, comfort, and happiness of all." (*Carbondale Advance*, September 17, 1881, p. 3)

Two accidents took place on the Jefferson Branch at Uniondale on November 14 and 15, 1881: in the one, eight cars jumped the rails about three miles from Uniondale, falling down an embankment and injuring a flagman badly; in the other, the D. & H. way freight coming up, struck a hand-car. One man killed, another badly injured. The particulars on these two accidents have not yet been learned. Here is the report on these two accidents that was published in the *Carbondale Advance* of November 19, 1881:

**“Uniondale. . .** Monday evening of this week eight cars jumped the rails about three miles from here, falling down an embankment and injuring a flagman badly. / Tuesday afternoon another dreadful accident happened near the same place. Mr. Thos. Kerin, the new foreman had a handcar with two rails on it on the main line. There was a train due and no flag-man. The D. & H. way freight coming up, struck the hand-car, which threw the engine and six cars off the track. Frone Dow, the engineer, was buried under the engine. The flagman had a leg broken and one hand completely crushed. The fireman, a son of the unfortunate engineer, had his head cut badly, and the engine is a total wreck. Impossible to obtain full particulars. / Later news has come that they have dug one of the engineer’s legs out, severed from the body. They now claim that the switch was turned wrong, and thus the hand-car was missed. Men are very reticent and await investigation. Mr. Dow has been an engineer about 18 years, and a worthy, trusty hand. He leaves a wife and nine children. His wife is very delicate, and the blow will be a dreadful one to her. A kind husband killed instantly, and a son badly, if not fatally injured. The accident delayed the mail train several hours. / Lute [possibly “Lutz”]” (*Carbondale Advance*, November 19, 1881, p. 3)

In December, 1881, E. M. Peck superintended the construction of a D&H saw mill at Stillwater, eight miles above Carbondale:

"The D. & H. C. Co. have been building a steam saw mill at Stillwater, eight miles above this place, where they have a large tract of timber. Mr. E. M. Peck has been superintending its construction." (*Carbondale Leader*, December 16, 1881, p. 4)

On February 8, 1882, thirteen cars in coal train 9 on the Jefferson Branch, Thomas Kirkbride conductor, were thrown from the track at Lanesboro, 36 miles above Carbondale, in consequence of a broken wheel. Fred Topping and a gang of wreckers cleared the road next morning.

"Thirteen cars in coal train 9 on the Jefferson Branch, Thos. Kirkbride conductor, were thrown from the track at Lanesboro, 36 miles above this city, on Wednesday night, in consequence of a broken wheel. Considerable damage was done to the track and the wrecked cars. Fred Topping and a gang of wreckers cleared the road next morning." (*Carbondale Leader*, February 10, 1882, p. 4)

On February 22, 1882, train No. 37 on the Jefferson Branch ran off the track at Stevens ' Point and ran against bridge No. 2, wrecking the bridge. About 12 cars went down the bank into the Starrucca Creek.

"Accident on the Jefferson Branch. / At about three o'clock p. m. on Wednesday, 22d inst., train No. 37 run off the track near Stevens' Point, on the Jefferson Branch, about 33 miles north of this city. Being off the track, the train ran against bridge No. 2, and wrecked the bridge, and about 12 cars went down the bank into the Starrucca Creek. The train was run by P. Palmer, conductor, Michael Kane as engineer. Fortunately no one was hurt." (*Carbondale Advance*, February 25, 1882, p. 3)

The Encampment Excursion traveled to Binghamton via the Jefferson Branch for a picnic at Ross Park in Binghamton. Beman's celebrated orchestra, of Binghamton, was engaged to furnish the music in the park. The tickets for the round trip were placed at the low price of \$2, and could be had of members of the Encampment.

**"Excursion to Binghamton.** / The arrangements for the Encampment Excursion to Binghamton on the 23d inst. are being rapidly completed by the committee having the matter in charge. Those who desire a day of solid enjoyment cannot afford to miss this opportunity. The excursionists will leave here at 6:45 a.m., and on their arrival at Binghamton, at about 9:30, street cars will be in readiness to convey them through the heart of the city to Ross Park, which is conveniently arranged for the accommodation of pic-nic parties. A large pavilion on the grounds affords shelter for about a thousand persons. Beman's celebrated orchestra, of Binghamton, has been

engaged to furnish the music in the park. The tickets for the round trip have been placed at the low price of \$2, and can be had of members of the Encampment.” (*Carbondale Advance*, August 12, 1882, p 3)

On April 18, 1883, a land slide at Jefferson Junction caused some little delay to trains on the Jefferson Branch:

“A land slide at Jefferson Junction, Wednesday morning caused some little delay to trains. The rush of earth moved the track some few feet out of its bed and also buried a crippled car that stood on the track. The D. & H. track was clear by 9 A. M. and the Erie about 3 P.M.” (*Carbondale Leader*, April 20, 1883, p. 3)

Another excursion to Niagara Falls, this one organized by J. S. Jadwin, 406-408 Main Street, Carbondale. \$6.00 round trip, ticket good to return on any regular train for 7 days. The excursion departed from Carbondale via the Jefferson Branch.



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# NIAGARA FALLS EXCURSION.

ONLY \$6.00 ROUND TRIP.

TICKETS GOOD TO RETURN ON ANY RE  
ULAR TRAIN FOR 7 DAYS.

Leave Carbondale, 6:40 A. M.  
" Scranton, 8:00 "

**TUESDAY, AUG. 21st.**

<sup>23</sup> rate from Carbondale and intermediate stations  
to Scranton.

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Tickets and full information at

**J. S. Jadwin's,**

406 AND 408 MAIN STREET.

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There was a bad accident at Thompson on September 3, 1883, caused by the fact that the flagman on Coal 5 (which stopped at Thompson) did not go back far enough to stop the progress of Extra 5, which was approaching Coal 5 from the rear.

"Early on Monday morning 'Coal 5' (Gee Farrell conductor) stopped at Thompson. 'Extra 5' (John Harvey conductor) came upon the train on a down grade, unawares, as the flagman did not go back far enough to stop the progress of the approaching train. The caboose and one gondola of Farrell's train were smashed, but no one was injured. Engine No. 46, of Harvey's train (Alex. Copeland engineer) was badly damaged. The water tank of the tender was torn to pieces, and the cab of the locomotive somewhat battered. The cow-catcher was also torn off." (*Carbondale Advance*, September 8, 1883, p. 3)

The Palestine Commandery, No. 14, Knights Templar of Carbondale organized a grand excursion from Carbondale to Binghamton on October 2, 1883. The price for the tickets to Binghamton and return, via the Jefferson Branch and the Erie, was \$2.00.

*Carbondale Leader*, September 21, 1883, p. 2:

**GRAND EXCURSION**  
TO  
Binghamton, N. Y.,  
under the auspices of  
Palestine Commandery, No. 14, Knights  
Templar,  
**OCTOBER 2, 1883.**

Palestine Commandery, No. 14, K. T.,  
are making arrangements for a grand ex-  
cursion to Binghamton, N. Y., on Oct.  
2nd, 1883.

There will be a grand procession of  
Knights Templar, and it is estimated that  
from two to three thousand Sir Knights  
will be in line. This excursion is for  
every one who would like to go and have  
a gala day. The price of the tickets  
to Binghamton and return will be \$2.00  
each. The city of Binghamton is spar-  
ing no expense to make this the great  
event of the season. It is predicted a  
very large crowd will go from here.

The train will leave the depot in this  
city at 7 a. m. and returning, the excu-  
sionists will leave Binghamton at 5 p. m.  
Tickets can be procured at Van Bergen  
& Co's, Mills Bro's, Guernsey's, or of any  
member of the commandery.

The announcement given below of the Knights Templar excursion to Binghamton on October 2, was published in the *Carbondale Advance* of September 22, 1883: The excursion was expected to be one of the largest excursions of the season.

**“Excursion to Binghamton, October 2d.** / The arrangements are now all made for the Knights Templar excursion to Binghamton on Oct. 2d, which will undoubtedly be one of the largest excursions of the season. The train will leave the depot at 7 a.m. Returning, leave Binghamton at 5 p.m. / Tickets for the round trip, \$2.00. On sale at Van Bergen & Co.’s, Mills Brothers’, and Guernsey Brothers’, and also can be procured from members of the Commandery. / Ample provision has been made to accommodate all who go. The Committee have been to Binghamton, and made all the arrangements there for the comfort of the excursionists. / The tickets are being sold quite rapidly, and we predict a large company will go. The Erie Railway will provide comfortable cars, and all are sure of good seats. Procure your tickets early.” (*Carbondale Advance*, September 22, 1883, p. 3)

Winfield D. Jagger of Carbondale, a brakeman on Coal 5, George Phillippi, conductor, in moving forward in the usual manner over the tops of the loaded coal cars, in accordance with orders from George Phillippi, fell from the cars which had become slippery from the rain of that morning. Three coal trains on the Jefferson Branch passed over his body. The deceased was to have been married on the 25<sup>th</sup> of November.

**“Terrible and Heartrending Accident.** / On Monday morning about half-past four o’clock, ‘Coal 5’, Geo. Phillippi conductor, left this city North on the Jefferson Branch. Mr. Winfield D. Jagger of this city was a brakeman on this train. When the train neared Uniondale Mr. Jagger was ordered forward by the conductor and immediately started to cross the cars in the usual manner, passing over the top of the coal. When the train reached Herrick Center he was found to be missing. Search was immediately made for his remains, horribly mutilated—almost beyond recognition—were found at Uniondale near the spot where he started forward on the cars. Three coal trains had passed over his body. It is supposed that he fell from the cars which had become slippery from the rain of that morning. An inquest was held upon his remains, and a verdict in accordance with the above facts rendered. His remains were then conveyed to this city to the home of his widowed mother on Wall street. The blow falls with terrible severity upon the stricken mother and brothers and sister of the deceased. His sister, who was married last week, came home to find the mutilated remains of her brother who but last week was in the full vigor of young manhood. The happy home where so recently all was joy and festivity is turned into a house of mourning, and under the most afflicting circumstances. The deceased was to have been married on the 25<sup>th</sup> of this month. To be thus cut off in the prime of life with the happy thoughts of a bright future before him, is indeed sad, and again forcibly shows the uncertainty of all earthly hopes and calculations. / The remains were taken to Port Jervis on Tuesday for burial.” (*Carbondale Advance*, November 3, 1883, p. 3)

In his history of the Jefferson Branch, John V. Buberniak provides some interesting background information on the trackage contract entered into in 1884 by the D&H and the Erie. He states:

"In 1884, a new standing committee, the railroad committee, was formed on the Board of Managers. That committee immediately came to the conclusion that an excessive rental was being paid to the Erie Railroad for trackage rights over the Jefferson Branch. The committee recommended that a new route be sought. The trackage contract with the Erie was then renegotiated. A new contract with the Erie—and more favorable to the D&H—was drawn up."

On March 7, 1885, a deaf and dumb young man named Sullivan, who resided on the Dundaff road, was killed while walking on the Jefferson Branch of the Erie Railroad above Morss' tannery. An Erie engine and 53 cars passed over him:

"A deaf and dumb young man named Sullivan, who resided on the Dundaff road, was killed Saturday while walking on the Jefferson Branch of the Erie Railroad above Morss' tannery. It is said that an Erie engine and fifty-three cars passed over him, mangling him terribly, and cutting off his head and legs." (*Carbondale Advance*, March 14, 1885, p. 3)

On July 12, 1886, two new trains were put on the Jefferson Branch of the Erie, which were a great accommodation to the people of Carbondale and to those living along the line. The first was an express passenger train, the other an accommodation train. Here are the details on these two new trains, as published in *The Journal* of July 15, 1886:

**"New trains on the Jefferson.** / On Monday last two new trains were put on the Jefferson Branch of the Erie, which will be a great accommodation to the people of this city and those living along the line. The first is an express passenger train which leaves Susquehanna at 7:45 a. m., reaching Carbondale at 9:25 a. m.; returning it leaves this city at 1:23 p.m., and arrives at Susquehanna at 2:55 p.m., and connecting at Susquehanna with express trains on the N. Y. L. E. & W. R. R., both east and west. The other an accommodation train, which will leave this city at 5:40 p.m. The way freight and accommodation train from Susquehanna to Carbondale will arrive in this city at noon. It will leave Carbondale at 9:30 a.m." (*The Journal*, July 15, 1886, p. 3)

On July 26, 1886, a wreck took place on the Jefferson Branch above Stillwater. Three southern-bound trains were running in close proximity to each other. The third train crashed into the second. Here are the details on this accident, as published in *The Journal* of July 29, 1886:

"Another wreck occurred on the Carbondale Branch about noon on Monday. Three southern-bound trains were running in close proximity to each other--two being Erie coal trains and the other the D. & H. way freight, G. P. Silvernell, conductor. Below Stillwater one of the coal trains



made a stop and "flagged" Conductor Silvernell's train, which also stopped. Before any precautions could be taken, the oncoming coal train struck the later train. The passenger coach on the D. & H. train and the Erie Engine were badly damaged, and several coal cars wrecked. No one was injured." (*The Journal*, July 29, 1886, p. 3)

George Chapman, brakeman on D & H Coal 8, fell from the water tank of the engine attached to the train, on September 20, 1886, at Thompson, and received a number of severe bruises and scratches. He was standing on the tank while the engine was taking water, and when the engine started unexpectedly and he was thrown to the ground.

"Geo. Chapman, a brakeman on D. & H Coal 8, fell from the water tank of the engine attached to the train, on Monday at Thompson, receiving a number of severe bruises and scratches, which have laid him up for several days. He was standing on the tank while the engine was taking water, when the engine started unexpectedly and he was thrown to the ground." (*The Journal*, September 23, 1886, p. 3)

On December 2, 1886, as Conductor Kearn's Erie extra 6 coal train was making the switch at Carpenter's crossing, near Uniondale, the engine, caboose and several cars were derailed and turned over on their sides. Because of the accident, the Saratoga Express was more than two hours late in arriving in Carbondale.

"On Thursday afternoon of last week about three o'clock, as Conductor Kearn's Erie extra 6 coal train was making the switch at Carpenter's crossing, near Uniondale, the engine, caboose and several cars were derailed and turned over on their sides. The wreck caused considerable delay to both and north sound bound trains. The Saratoga Express, due in this city at 8:45 did not arrive until about 11 o'clock." (*The Journal*, December 9, 1886, p. 3)

Some very interesting numbers were published in an issue of the Honesdale *Citizen* (reprinted in the December 23, 1886 issue of the Carbondale paper titled *The Journal*) about annual rental fees paid by the Erie for three rail lines:

1. "the Hawley branch"—rail line from Lackawaxen to Hawley; built by the Pennsylvania Coal Company, leased to the Erie: 25-year lease, from June 1, 1886, at a rental of \$50,000
2. "the Honesdale branch" of the Jefferson Railroad—rail line from Hawley to Honesdale; built by the Jefferson Railroad Company, leased to the Erie: \$21,000 per annum
3. "the Carbondale branch" of the Jefferson Railroad—rail line from Carbondale to Lanesboro, built by the Jefferson Railroad Company, leased to the Erie: \$140,000

Here is that article as published in *The Journal* of December 23, 1886:

"The Honesdale *Citizen* says the Erie railway has leased the Hawley branch for twenty-five years, from June 1, 1886, at a rental of \$50,000. The rental of the Honesdale Branch is \$21,000 per annum, and of the Carbondale Branch \$140,000 by the same company." (*The Journal*, December 23, 1886, p. 3)

In April 1887 it was announced that a new passenger depot would be built at Forest City on the Jefferson Branch:

**"A New Depot at Forest City. / FOREST CITY, April 28.**—It may be of interest to the traveling public to note that at last the filthy old shed that has so long afforded shelter for tramps, Hungarians and hogs, and also done service as an excuse for a depot at this place, is about to be torn down and a brand new one erected. Surely the world moves." (*Carbondale Leader*, April 28, 1887, p. 4)

On July 26, 1887, rain poured down in torrents in the Lanesboro area, causing a washout at Brandt's station. In addition, nearly 2,000 feet of railroad track at Red Rock was swept into the raging Susquehanna, stopping traffic on the Erie.

**"DAMAGES FROM THE STORM. / A Washout on the Jefferson Branch—Susquehanna Has a Veritable Flood.** / Things were at a standstill on the Jefferson branch all day Tuesday. A washout occurred at Brandt's station between this place and Susquehanna, loosening rocks and earth and depositing them on the track so that trains were obliged to return to the city. By quick and energetic work the damage has been sufficiently repaired to allow the passage of trains. / The damage from the storm at Susquehanna and vicinity will reach several thousand dollars. The rain poured down in torrents and in a very short time the streets and alleys were converted into tumultuous creeks. . . . Nearly 2000 feet of railroad track at Red Rock was swept into the raging Susquehanna, stopping traffic on the Erie. . ." (*Carbondale Leader*, July 28, 1887, p. 4)

Here is the Erie timetable for the Jefferson Branch for Susquehanna and for Jefferson Junction that was published in *The Journal* of October 20, 1887:

**"Erie R. R.—Jefferson Branch.** / Trains leave Carbondale on the Jefferson Branch for Susquehanna at 6.45 a.m., 1.25 and 5.55 p.m., for Jefferson Junction at 11.00 a.m. and 3.00 p. m. Trains arrive in Carbondale from Susquehanna at 9.35 a.m., 12.15 and 7.25 p.m., and from Jefferson Junction at 1.00 and 3.46 p.m." (*The Journal*, October 20, 1887, p. 3)

Near bridge No. 10 on the Jefferson Branch, just above Carbondale, an unidentified man was killed by a D&H locomotive on December 27, 1887. His earthly remains were buried in Maplewood Cemetery.

**"Fatal Accident.** / An unknown man was killed by being run over by a D. & H. locomotive near bridge No. 10 on the Jefferson branch, just above this city, about six o'clock on Tuesday evening. He was walking along the track, and the engineer blew the whistle, when he stepped to the side of the track. Just as the locomotive reached him he stepped so near or on the track that he was struck by the locomotive, one foot run over and the leg badly lacerated. He died almost instantly either from the shock or internal injuries. / The body was brought to this city and taken to the undertaking establishment of John Kase, where it was prepared for burial. It was supposed to be that of Henry Blair, who was employed in the lumber woods near Forest city, but Mr. Blair's wife viewed the remains this morning, and said it was not her husband. His brother, Rev. H. G. Blair, of Kirkwood, N. Y., was also telegraphed to yesterday and arrived here this morning. He says the body is not that of his brother, though of somewhat similar build. The countenance is not the same, and Henry Blair had lost a forefinger, and had an anchor in India ink on the arm, neither of which marks are found on the body of the dead man. / Coroner Burnett viewed the body and decided that an inquest was unnecessary, and as no one identified the body it was buried in Maplewood cemetery by the poor director of Fell township at two o'clock this afternoon. / A card of Dr. W. St. Clair Gibbs being found in the pocket, the Dr. was telephoned to and stated that the man was a tramp who called at his office suffering from eye trouble, and that he directed him to go to his brother in Scranton who would get him in the hospital [sic]." (*The Journal*, December 29, 1887, p. 3)

On January 15, 1888, Finley Ross, a D. & H brakeman, was injured by the cars near Herrick Centre when he stepped from his own train to the track in front of an approaching locomotive.

"Finley Ross, a D. & H brakeman, was injured by the cars near Herrick Centre on Sunday by stepping from his own train to the track in front of an approaching locomotive. No bones were broken, but he was badly bruised. Dr. Bailey attended him and dressed his wounds." (*The Journal*, January 19, 1888, p. 3)

In February 1888, it was announced that the Jefferson Branch would be double-tracked during the spring and summer of that year. Here is the announcement that was published in the February 4, 1888 issue of the *Carbondale Leader*:

**"TO DOUBLE TRACK THE BRANCH. / The Work Will Be Begun Early in the Spring. /** The single track railroad between this city and Susquehanna has for a long time been over-taxed.

The traffic during the past year has been constantly increasing until the necessity for better facilities to meet the growing business of the road has forced itself upon the company. It is now authentically reported that the N. Y. L. E. & W. R. R Company have decided to double track the Carbondale Branch. Yesterday a special car reached this city with Chief Engineer Bucholz and other officers of the Erie road. The party were on a tour of inspection, preparatory to ordering the construction of a parallel track along the entire route. It is understood that the work will be commenced early this spring and completed during the summer. This will be 'hailed with gladness' by the gentlemen whose skill in railroad work has been taxed to move the large number of trains that daily are started over the line, while the coal train crews that have been compelled to 'lay to' in the sidings for an hour, will be quite as happy when they learn that the road is to be arranged for running trains north and south without the present danger of colliding." (*Carbondale Leader*, February 4, 1888, p. 4)

Here is the announcement of the upcoming double-tracking of the Jefferson Branch that was published in *The Journal* of February 9, 1888:

"The greatly increased business of the Jefferson Branch renders it imperative to increase its capacity and the Erie Company have decided to lay a double track as soon as possible its entire length. Chief Engineer Bucholz was here on Friday to make preliminary arrangements for the work." (*The Journal*, February 9, 1888, p. 3)

Two men who worked in an acid factory at Stevens' Point on the Jefferson Branch and who were walking along the track were killed by the Saratoga Express on Friday 3, 1888. Each leaves a wife and one child.

"Two men named Hunt and Carpenter, employes at an acid factory at Stevens' Point on the Jefferson RR, were killed by the Saratoga Express train about noon on Friday. They were walking along the track, when the express train came around a curve and almost upon them. Engineer Cobb blew his whistle and reversed his engine, and one of the men stepped from the track, and then reached over to rescue his companion. Both were struck and one was instantly killed, while the other lived a few minutes. Each leaves a wife and one child." (*The Journal*, February 9, 1888, p. 3)



The Great Blizzard of 1888 took place between March 11 (Sunday)–March 14 (Wednesday), 1888. This was one of the most severe recorded blizzards in the history of the United States. The storm, referred to as the Great White Hurricane, paralyzed the East Coast from the Chesapeake Bay to Maine, as well as the Atlantic provinces of Canada. Snowfalls of 20–60 inches fell in parts of New Jersey, New York, Massachusetts, Rhode Island, and Connecticut, and sustained winds of more than 45 miles per hour produced snowdrifts in excess of 50 feet. Railroads were shut down and people were confined to their houses for up to a week. Telegraph lines were disabled.

The Jefferson Branch of the Erie Railroad and the D&H Gravity Railroad were, not surprisingly, completely blockaded. The passenger trains on the D&H Valley Road between Carbondale and Wilkes-Barre ran with passable regularity, encountering an occasional snow drift. On Tuesday there was no coal to be had at the D. & H. chutes in Carbondale, owing to the Gravity railroad being idle on account of the snow storm. Owing to the blockade of the Jefferson Branch and the Gravity railroad by the storm, the mining of coal was suspended in the mines in Carbondale on Tuesday and Wednesday.

A very good account of the Great Blizzard of 1888 in Carbondale and in the upper Lackawanna Valley was published in *The Journal* of March 15, 1888. Here is that account:

**“The Storm.** / The March blizzard which visited this section of the country on Sunday night and made a two days’ sojourn with us, was probably the most severe storm endured here by the present generation. Our citizens have all felt it, so it is not necessary to attempt to describe it. In the language of another, ‘It snowed, then it blew, then it flew.’ The Gravity and the Jefferson Branch railroads were completely blockaded, and no attempt was made to run cars on them on Monday and Tuesday. On Wednesday, with the aid of the genial sun and snow plows and shovels, the work of clearing the tracks was commenced. The Del., Lack. & Western RR was completely blockaded to New York, and North from Scranton, and no New York or western mails were received for several days. The D. & H. passenger trains ran with passable regularity between this city and Scranton and Wilkes-Barre, encountering an occasional snow drift. The telegraph wires were also broken down, so that telegraphic communication has been seriously interrupted. The fact is Old Boreas has shown that he is superior to Brotherhood or Knights in his ability to ‘tie up’ railroads and paralyze general business. But he very sensibly concludes that two or three days’ tie up of business is as much as mortals ought to be made to endure at this season. / On Tuesday there was no coal to be had at the D. & H. chutes in this city, owing to the gravity railroad being idle on account of the snow storm. Many of our citizens were caught by the storm with their coal bins empty, and there was a brief coal famine here. / The passenger trains which left Scranton on Monday morning, were snow-bound for three days on the Pocono Mountains. / Owing to the blockade of the Jefferson Branch and the Gravity railroad by the storm, the mining of coal was suspended in the mines here on Tuesday and Wednesday. / Nolan

Bros., the contractors, had made arrangements to commence work on the grading for the double track on the Jefferson Branch on Monday, but the weather hasn't been favorable for that kind of work. / This week's blizzard has probably been the most extensive ever known in the Middle States. Various statements place the depth of the snow which fell in New York State at from three to six feet. The two days' blow piled it up on the railroads so as to almost completely blockade all the lines in a large section of territory. Eastern people have been furnished with a not very mild sample of the western blizzard this time." (*The Journal*, March 15, 1888, p. 3)

By Thursday, March 15, the Great Blizzard of 1888 was under control, more or less, in Carbondale and the Upper Lackawanna Valley and things returned to normal. In *The Journal* for that day, we read:

"*The Railroads Open Again.* / The D. & H. Gravity railroad was opened so that the first passenger train of the week from Honesdale reached here at 11:30 Thursday morning. / The Jefferson Branch was opened for business on Thursday morning. The several coal trains which were snow bound on the Ararat Summit have been relieved by snow shovelers. / The D. L. & W. train from New York which should have reached Scranton on Sunday morning, arrived there at noon on Thursday. The passenger trains which left Scranton for New York on Monday morning have been quartered at Washington, N. J. The road was sufficiently opened on Thursday morning to warrant the sending of a train from Scranton bound for New York." (*The Journal*, March 15, 1888, p. 3)

One of the firms that was hired by the Erie to install the double track on the Jefferson Branch was Jones, Thorne & Co., of Baltimore. Workers from the Baltimore area were brought to Carbondale to work on the double tracking. Here are two relevant notices that were published in *The Journal* in mid-March 1888:

1. "Twenty-six negroes arrived here from the South on Monday, to work on the double track on the Jefferson Branch of the Erie for Jones, Thorne & Co., the contractors, of Baltimore. There are some fine singers among them, and they have displayed their ability in this line on several occasions while storm-bound here." (*The Journal*, March 15, 1888, p. 3)

2. "A large number of Italians, Hungarians and negroes have been brought here by the contractors to work on the grading for the double track on the Jefferson Branch. The work is to be pushed as rapidly as possible." (*The Journal*, March 22, 1888, p. 3)

When a bridge on the main line of the Erie Railway at Lackawaxen became damaged and rendered impassable by a derailed freight train running into it in March 1888, the Jefferson Branch of the Erie from Carbondale to Lanesboro was useful as part of a detour for several through Erie trains on their way to New York. Here are the details, as published in the March 29, 1888 issue of *The Journal*:

"Owing to a bridge on the main line of the Erie Railway at Lackawaxen becoming damaged and rendered impassable by a derailed freight train running into it, several through Erie trains were brought to this city over the Jefferson branch, and thence run over the D. & H. RR to Scranton. At Scranton, they connected with the Erie & Wyoming Valley railroad to Hawley and Lackawaxen and thence to New York. This apparently circuitous route was but a few miles longer than by the Erie main line over the Delaware division." (*The Journal*, March 29, 1888, p. 3)

Again in April 1888, more workers from Baltimore were brought to Carbondale to work on the double tracking of the Jefferson Branch, specifically at Ararat:

"Another load of negroes from Baltimore passed through here on Saturday for Ararat on the Jefferson Branch, where they are engaged to work on the new double track." (*The Journal*, April 12, 1888, p. 3)

In 1888, there were three Erie trains for Susquehanna and two for Jefferson Junction from Carbondale, daily, both ways, over the Jefferson Branch. In addition, via the Erie's short route from Carbondale, via Honesdale, to New York, there were two passenger trains daily: passengers leaving Carbondale on the Gravity R. R. at 9.40 A.M. will reach New York at 4.55 P.M.; passengers leaving Carbondale at 3.10 P.M. will reach New York at 9.40 P.M.

**"Erie R. R.—Jefferson Branch.** / Trains leave Carbondale on the Jefferson Branch for Susquehanna at 6.45 a.m., 10.30 a.m., and 5.55 p.m., for Jefferson Junction at 11.00 a.m. and 3.00 p.m. Trains arrive in Carbondale from Susquehanna at 9.25 a.m., 12.15 and 7.25 p.m., and from Jefferson Junction at 1.00 and 3.46 p.m. / By the Erie's short route from Carbondale to New York via Honesdale, passengers leaving here on the Gravity R. R. at 9.40 a.m. will reach New York at 4.55 p.m. and leaving here at 3.10 p.m. will reach New York at 9.40 p.m." (*The Journal*, March 15, 1888, p. 3; also April 26, 1888, p. 3)

In April 1888, the D. & H. donated a plot of ground for a public park in Forest City:

"The D. & H. C. Co. have donated a plot of ground for a public park to the borough of Forest city." (*The Journal*, April 26, 1888, p. 3)

One of the men employed by Nolan Brothers, the contractors employed by the Jefferson Railroad to double track the Jefferson Branch, was struck and instantly killed by a D. & H. engine on April 27, 1888. He was a Hungarian named John Shulz.

"A Hungarian named John Shulz, employed on the double track of the Jefferson Branch railroad, was struck and instantly killed by a D. & H. engine on Friday. / The work on the Jefferson Branch of the Erie is being pushed forward as rapidly as possible by the enterprising contractors, Nolan Brothers." (*The Journal*, May 3, 1888, p. 3)

A Hungarian laborer on the Jefferson Branch, named Weber Tarfo, was stabbed by another Hungarian in a railroad shanty near Herrick Centre. The wound proved to be fatal. The murderer may be the Hungarian who was arrested at Utica on September 18:

**"PROBABLY A MURDER. / A Hungarian Working on the New Railroad Stabbed. /** A fatal stabbing affray took place in a railroad shanty near Herrick Centre, on Monday night, in which a Hungarian laborer employed in the construction gang on the new railroad was the victim. On Sunday three Huns engaged in a quarrel, and on Monday night two of the party went to the shanty where Weber Tarfo, the other Hun, lodged. Tarfo was asleep when they arrived, but he promptly opened the door in response to their rapping and proceeded to light a lamp. The visitors whom he recognized by their voices, told him not to strike a match, but Tarfo paid no attention to the warning and was in the act of rubbing the 'lucifer' on the rough boards when one of his visitors struck the match from his hand and plunged a knife into his groin. Both men fled from the shanty and their victim managed to crawl to the boarding shanty near by and arouse the inmates. / He was taken into the boarding house and a man was sent on horseback for the nearest doctor. When the physician arrived he pronounced the wound fatal. Tarfo told his countrymen the facts as narrated above and named his assailants. A posse was quickly organized and the locality searched but the murderous pair had fled. Officer Moran of this city was sent for and upon his arrival the search was renewed. It was learned at Uniondale that a man who tallied with the description of one of the Huns had boarded a northbound train, and the officer immediately notified the authorities in the principal towns along the Erie and Del. & Hud. railroads. Between Uniondale and Herrick, the officer saw a man in the woods who acted suspiciously and Mike took charge of him. The fellow resisted stoutly but Mike's raw hide cane brought him to terms. The prisoner was marched to the boarding house where the wounded man positively identified him as the man who had stabbed him. Confronted by his victim the Hun admitted that he had visited the shanty occupied by Tarfo on Monday night but denied all knowledge of the stabbing. He admitted that it might have been done by his brother who was with him at the time. From the boarding house the prisoner was taken before a justice of the peace and by him committed to the county jail at Montrose. / Officer Moran received a telegram this morning from Binghamton announcing the arrest of a Hungarian at Utica, who answers the description of the man wanted, and Mike left on the Saratoga Express. It is reported that Tarfo died this morning, and that his countrymen are determined to bring his murderer to justice." (*Carbondale Leader*, September 18, 1889, p. 4)



In November 1889, a rumor was circulating that the Erie was going to open a tunnel through the mountain at Griswold's Gap, below Forest City, in order to establish a direct coal route to connect the Jefferson Branch to Lanesboro with the Hawley branch of the Jefferson Railroad.

**“Have Been Considering a Tunnel.** / [*Forest City News.*] / A report is again in circulation that the Erie is about to, or have made a contract with responsible parties to tunnel the mountain a short distance below this place [Forest City] and proceed at once with the building of the much talked of branch to connect the Jefferson and Hawley branches and secure a direct coal route. The rumour is probably due to the re-appearance of the surveyors in Carbondale and there may or may not be anything in it. It is known, however, that the Erie company has been seriously considering the tunneling of the mountain below here for some time past. A great many are of the opinion that the mountain will not be tunneled as the grade over what is known as Griswold's gap is comparatively easy. Going up the mountain from the east it is only 140 feet for three miles, and the heaviest grade will not exceed 60 feet. Ascending the mountain from the west side the heaviest grade will not exceed 50 feet.” (*Carbondale Leader*, November 8, 1889, p.4)

William B. Teal, a brakeman on the Erie road, was mangled by the cars at Forest City on Saturday, November 9, 1889, and died on the following day. He was 24 years of age, a young man of refinement and a favorite with his acquaintances in Carbondale, who were many. He came here from Hudson, NY. Here are the details on this horrible accident:

**“MANGLED ON THE RAIL. / William Teal's Sad Death Yesterday Morning.** / William B. Teal, a brakeman on the Erie road living in this city, was mangled by the cars at Forest City on Saturday night so badly that he died at his home yesterday morning. Mr. Teal was formerly a passenger trainman [*trainmen* were formerly called *brakemen*] on the D. & H. Road between Carbondale and Wilkes-Barre and only a few days ago had taken a position on the Erie. When the accident occurred he was running a trip of cars into a switch at Forest City. Behind this trip was another which he did not see coming down rapidly and when his section was struck by the rear train the unexpected concussion knocked him from his feet. He fell between the cars across the rail and six wheels passed over his left leg grinding it horribly. From the ankle to the hip it was a mass of shattered bone and ground flesh, and there was no hope of saving the member. Teal's face was also cut and his head bruised. / Dr. Blakeslee, the Erie surgeon at Forest City, was sent for, but there was nothing to do for the injured man, except to amputate the limb and it was decided to wait and do that at Carbondale. The accident occurred at 8:15 and it was impossible to get the young man to his home in this city until one o'clock. Dr. Wheeler, the company's surgeon at this place, deemed it unwise to perform the operation then and concluded to wait until a reaction had set in. There were signs of a revival of strength at three o'clock and Doctors Wheeler and Bailey severed the ground mass of flesh from the leg near the thigh. Teal's strength, however, was not equal to the operation and he sank gradually until daybreak when he died. His death was the result of the shock more than anything else, from which he never

recovered. Teal boarded at the residence of R. M. Vannan on Birkett Hill. He was 24 years of age, a young man of refinement and a favorite with his acquaintances in this city who were many. He came here from Hudson, N. Y., where his parents live, and his body will be taken to that city tomorrow morning on the 9:19 train. The deceased was a member of the Brotherhood of Railroad Brakemen and a delegation from that society will accompany the remains to Hudson. / A short service will be held at the house to-morrow morning at eight o'clock to which the friends are invited." (*Carbondale Leader*, November 11, 1889, p. 3)

In reading about coal trains north and south on the Jefferson Branch, one frequently reads of trains referred to as, for example, "Coal 5" or "Coal 10". The only place that we know of where the specific nature of these numbered coal trains is explained is in the biographical portrait of David B. Robbins ("Dean of the Service / Longest Record in Our Company's History Held by Conductor") that was published in the October 1, 1931 issue (pp. 291-292) of *The Delaware and Hudson Company Bulletin*.). Therein, we read:

"One of the busiest stretches of track on the Division used to lie between Jefferson Junction and Carbondale while that was still single track," says Mr. Robbins. "All coal trains running north from Carbondale to Oneonta from 4:15 A.M. until 8 A. M., no matter if there were two or eight, were sections of Coal Train 5. Similarly those departing between 8 A. M. and 1 P. M. were Coal Train 7; from 1 P. M. until 4:15 A. M. the following day they were sections of Coal Train 9. On the return trip they were similarly divided into coal trains 6, 8, and 10. The time-table also included two passenger trains and a local freight. / At Jefferson Junction the conductor of a south-bound freight had to go into the tower for orders. There he copied the entire order in a large book from which the operator repeated it to the dispatcher. At times the order was two pages long, including 'meets' with northbound trains at practically every siding between Jefferson Junction and Carbondale. That was one stretch of track on which the train crew was kept busy all the time. Although work on the Gravity Railroad held many thrills for the trainmen, it did not call for the brain work required by steam railroad operation. That is why Mr. Robbins preferred working on the latter." Biographical portrait of David B. Robbins ("Dean of the Service / Longest Record in Our Company's History Held by Conductor"), pp. 291-292 of the October 1, 1931 issue of *The Delaware and Hudson Company Bulletin*.

On November 21, 1877, David B. Robbins (see above) became a conductor and in the years which followed he at one time or another held ever conductor's position the Pennsylvania Division had to offer. "At the time of his promotion, Delaware and Hudson freight trains were operated over portions of the Erie, Central Railroad of New Jersey, and Lehigh Valley tracks. The train crews therefore had to know the rules of all four railroad—all the regulations of which,

of course, were different. Furthermore the entire length of the Delaware and Hudson line was single track. There was a time when a passenger train left Carbondale for Scranton and vice versa, every hour. A man had to know his business and be on the alert to keep out of trouble under those conditions on the old single track." (p. 292)

A fourteen year old boy from Forest City named Burbank fell between the cars of a moving train and twenty cars passed over him, yet he was not killed. Here are the details on this remarkable accident that were published in the *Carbondale Leader* of January 8, 1890:

**"TWENTY CARS OVER HIM. / Yet the Boy Was Injured Only by the Loss of His Toes. /** A young lad named Burbank, aged about fourteen years, whose home is in Forest City, had a most fortunate escape from a horrible death on the railroad a few days ago. He had spent the day in Carbondale and toward evening boarded a train to steal a ride home. The cars had not gone far when it is said he attempted to jump from the roof of a box car to a 'gondola,' but he missed his footing and fell between the cars to the ground. / In falling between the rails he rolled into hollow between the ties and it is asserted that before he was rescued twenty cars had passed over him, the only accident to the boy being the loss of his toes from one foot which were cut off by the wheels. Two things saved the lad from a horrible death. He fell into a hollow which let him down a few inches out of the way of the brake levers, chains, etc., which if they had caught to his clothes, would have probably dragged and torn him to pieces. The other factor in his salvation was his presence of mind. His remarkable sense in this time of excitement kept him still, though the wheels took off his toes. / Dr. Wheeler was sent for, but he advised the immediate removal of the boy to his home where the family physician could attend to him, and it is probable that he is getting along nicely now." (*Carbondale Leader*, January 8, 1890, p. 3)

On March 8, 1890, three Hungarians, who were walking on the tracks of the Jefferson Branch near the rock cut between Carbondale and Forest City were struck and killed by the Erie express, Polk Palmer, conductor and John King engineer. Here are the details on the accident, as published in the *Carbondale Leader* of March 10, 1890:

**"HURLED INTO ETERNITY. / Three Hungarians Meet a Shocking Death on the Carbondale Branch While Walking on the Track. /** Three Hungarians were struck and instantly killed on Saturday evening about twenty minutes before six by the Erie express near the rock cut between here and Forest City. Polk Palmer is conductor and John King engineer of the train which has had the misfortune to have more such accidents than probably any other in this section. All three of the men were horribly mutilated. The catastrophe which thus literally hurled three souls into eternity almost in a twinkling was described to a LEADER reporter after the arrival of the train in this city in substance as follows: / **The Engineer's Story.** / 'The scene of the accident was in the rock cut where the road takes a sharp curve. It was therefore impossible

for me to see the men before I was within about forty yards from them. It was too late to stop but I grabbed the whistle rope and blew a warning signal until we struck them. All along the track were Hungarians, about thirty of them, returning from work. Some of them were walking between the rails but the majority of them were walking along by the side of the track. A coal train was coming up the road on the opposite track and I suppose the rumbling of the wheels at their ears prevented their hearing the danger signal for they did not look around before the engine struck them. / 'It is a wonder that more of these Hungarians are not killed in the same way. They are utterly careless about walking on the tracks, seldom looking around for their own protection, and sometimes they display the most astonishing dumbness when they are in the most apparent danger.' / **A Horrible Death.** / One of the Hungarians was thrown into the air against the rock wall on the right side of the engine with terrific force. His skull was fractured, nearly a dozen bones in his body were broken and his flesh frightfully lacerated by the blow of the engine and his contact with the rock wall. The others were hurled to the left of the locomotive against the advancing cars and they were as horribly mangled and broken as the other. When the passenger train was stopped to pick them up all three were dead, and it is probable that they never knew what had happened. / **Didn't Affect Their Companions.** / The companions of the dead men displayed a most astonishing stolidity in the face of the calamity. When they looked upon the mutilated bodies of their fellows not a word or a look of sympathy was expressed by voice or face, and after they saw that life was extinct, they jabbered the information to each other and continued their homeward march, refusing to give the conductor any information or to assist in placing the bodies on the cars. The trainmen performed this duty and they were brought to this city and placed in the gentlemen's waiting room of the depot. / The news of the accident soon spread and a great crowd gathered to learn the particulars and see the bodies. This they had to do by peering through the windows. Julius Moses took temporary charge of the bodies and denied admittance to all curiosity spectators. Here the dead men lay in their own blood stretched out on the floor for over half an hour, while the crowd gazed at the ghastly sight through the glass. All efforts to find some one who could identify the faces of the men were in vain. It was at first thought that they were Italians, but a few men of that nationality who were admitted to the room quickly averred that they were natives of Hungary. Several Hungarians were brought in to look at the faces, but none knew the dead men. The clothes of the victims were searched, but nothing was found on them that would lead to their identity—in fact there was nothing in their clothes at all. / In the meantime undertaker McHale had been sent for, and he arrived about seven o'clock and took the remains to his place of business where they were prepared for burial. / The dead Hungarians were employed on the new railroad near Forest City. They lived in a settlement of their own near the rock cut, and from one who was with them when the accident occurred it was learned that they had been in this country but a week or so. / **Funeral of the Victims.** / The dead men were buried yesterday afternoon at five o'clock, services being held at St. Rose's church from where the remains were taken to the new Catholic cemetery. About thirty Hungarians from the settlement where the victims lived followed the three hearses to the grave. Not one of them could speak English, and the effort of a reporter to learn something about their dead friends was a failure." (*Carbondale Leader*, March 10, 1890, p. 4)

The name of the station on the Jefferson Branch called *Cottrill's* was changed to *Burnwood* in May 1890.

“According to the new timetable on the D. & H road the name of the station on the Jefferson Branch formerly called Cottrill’s is changed to Burnwood.” (*Carbondale Leader*, May 8, 1890, p. 4)

Robert E. Alexander of Forest City has invented two very clever devices for use on railroads. The one is a railroad car replacer (to get a derailed car back on the track), the other is a lock nut and fish plate (to hold a rail firmly in place; once in place the bolts cannot be removed). Models for these two inventions were on display in the office of G. P. Rogers on Salem Avenue in Carbondale in May 1890.

**“TWO PROMISING INVENTIONS. / A Forest City Man’s Patents on Exhibition in This City.** / At the office of G. P. Rogers on Salem avenue models for two very clever devices may be seen. One is a railroad car replacer in miniature, so constructed that a car off the track can be quickly wheeled into place on the rails. It matters not which side of the track, or the direction in which the car is to be moved. The device can be placed in position for work instantly. For practical work this ingenious contrivance must commend itself on sight to railroad men. The replacers as constructed are thirty-eight inches in length, weigh but eighty pounds and are constructed to sustain the weight of the heaviest locomotive now in use. The inventor is Robert E. Alexander, for many years a resident of Mount Pleasant, Wayne county, but now living at Forest City. / The device has been patented and the replacers are now being constructed by the patentee. / Mr. Alexander is also the inventor of a lock nut and fish plate which hold the rail firmly in place and once in place the bolts cannot be removed. The lock nut fastening has been in use on the Carbondale Branch for three years and has stood every test and it is expected that the Erie will adopt Mr. Alexander’s bolt and indented plate. This will bring the inventor substantial returns for it is said that the Erie system of railroads require 200,000 fish plate bolts every month. Garrett Rogers, of this city, is associated with Mr. Alexander and the outlook is decidedly bright for the owners of these practical money saving devices.” (*Carbondale Leader*, May 9, 1890, p. 3)

Heavy rains on May 20, 1890, caused much damage to the Jefferson Branch and in the community of Susquehanna:

**"DAMAGED BY THE STORM. / Trains Delayed on the D. & H. and Other Roads by the Washouts.** / The heavy rainstorm yesterday did great damage to the railroads in this section and interfered seriously with traffic. All of the freight and coal trains north leaving here in the afternoon had to be delayed many hours by a washout near Centre Village nearly forty feet wide



and ten feet deep. The Saratoga express did not reach Carbondale until five o'clock last evening. To wash out the track at this point the water must have come down with terrific force against the bank. A large gang of trackmen were sent from this city to repair the damage and it was ten o'clock at night before the trains could be run over the break as usual. / Around Susquehanna rain fell in torrents from seven o'clock Monday evening until ten o'clock yesterday. Richmond's shoe manufactory was torn to pieces and drifted down the Susquehanna. Basements were flooded, roads cut up and lawns and gardens destroyed. It was feared Fox's pond five miles above there would break and flood the centre of the town, and mounted couriers were sent to investigate. Railroad tracks were submerged, and suburban bridges were carried away. The loss will be large. . ." (Carbondale Leader, May 21, 1890, p. 3)

Shown below is a stock certificate for 4 shares, @\$50 each, of Jefferson Rail Road Company stock that were sold to a Mr. Thomas on December 20, 1890. The certificate is signed by A. R. MacDonough, Secretary, and John Lowber Welsh, President. The original of this certificate was donated to the Carbondale Historical Society on May 12, 2011 by John V. Buberniak.



The Jefferson Branch of the Erie was never so busy as it was in July 1891 when, on July 29, there were fully a thousand cars of coal in the yard waiting for shipment over the division. The heavy traffic was not confined to the coal trade, the freight being unusually heavy. Four additional locomotives, in addition, were secured from the main line to help the regulars out on the temporary rush.

**“BIG RUSH ON THE ‘JEFF.’ / The Division Never So Busy as Now—A Big Trade All Over.** / An employee for many years on the Jefferson Division is authority for the statement that there never has been a time when so much work was being done as at present. Last night there were fully a thousand cars of coal in the yard waiting for shipment over the division; but the heavy traffic is not confined to the coal trade, the freight being unusually heavy. Four additional locomotives have been secured from the main line to help the regulars out on the temporary rush. / The main line is busy and there is reason to believe, from contracts already taken, that the Erie will have a heavier run of freight, etc., this fall than ever before and the chances are that trainmen will have no reason to complain of slack times. / The officials of the company are doing all in their power to prepare for this expected rush of freight. The greatest lack now is in motive power and that difficulty will soon be remedied. The already immense yard at Port Jervis is to be enlarged still further by putting in a number of new switches and several long stretches of new sidings in the west end of the yard. This work is already commenced and will be pushed to a speedy completion. When completed the Port Jervis yard will be second to none on the line of the Erie road and will greatly facilitate the handling of the large number of cars required to transport the freight. / A large addition has been made this week to the force of mechanics at the Susquehanna shops.” (*Evening Leader*, July 30, 1891, p. 4)

On August 5, 1891, a wreck of D&H trains took place at Jefferson Junction. A coal train in charge of Conductor Breese was standing at that place when a freight train with engine 71 came down the track at good speed and struck the former, staving up the locomotive and caboose considerably. Here is the accident report that was published in the *Carbondale Leader* of August 6, 1891:

“There was a slight wreck of Delaware & Hudson trains at Jefferson Junction yesterday. A coal train in charge of Conductor Breese was standing at that place when a freight train with engine 71 came down the track at good speed and struck the former, staving up the locomotive and caboose considerably. The tracks were blocked for a short while. No person was hurt, but the engineer and fireman of the freight train had a very narrow escape, as they jumped from the engine just as it crashed in to the train.” (*Carbondale Leader*, August 6, 1891, p. 4)

A special train on the Jefferson Branch carried the Carbondale and Scranton Germanias, as well as the Mozart Band and Hessler's Orchestra, to Susquehanna on Thursday, July 18, 1892, for a picnic at Canavan's Island. Tickets for the round trip were \$1.00. The special train left Carbondale at 8:30 A.M.

*Carbondale Leader*, September 9, 1892, p. 1:

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**GRAND EXCURSION**  
OF THE  
**GERMANIA SINGING SOCIETY**  
TO  
**Susquehanna**  
ON  
**THURSDAY, JULY 28.**

Several singing societies from Scranton, Binghamton and Susquehanna will join our Germanias and picnic at Canavan's Island.

The famous Mozart Band will accompany the excursion. Hessler's Orchestra will furnish music for dancing.

A general good time may be expected.

Tickets for Round Trip - \$1.00.

Special train leaves Carbondale at 8:30 a. m.

Tickets may be had of all members.

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W. L. Derr, formerly superintendent of the Jefferson division of the Erie, wrote a book on Block Signals, "which promises to be a standard authority on the subject." In an article that was published in the *Carbondale Leader* of October 27, 1892, a portion of an interview with Derr, speaking about Block Signals and the Block System, was published. Here is that article.

**"ABOUT BLOCK SIGNALS. / An Interesting Work on the Subject Forthcoming.** / Erie Superintendent W. L. Derr, Formerly of This City, is the Author. / Superintendent W. L. Derr of the Delaware division of the Erie railway has taken to writing and his first attempt at authorship is a work on 'Block Signals,' which promises to be a standard authority on the subject. / Superintendent Derr is well known here, having been a resident of this city for several months while occupying the position of superintendent of the Jefferson division. / He was interviewed last week on the subject of his forthcoming work and a portion of the interview is herewith given: / 'It is only within the past few years,' says Mr. Derr, 'that the attention of the American public and railway managers has to any great extent been turned to the so-called 'block system' of operating railways. Even now many do not seem to appreciate the merits of the system. The question is often asked, 'What is the block system?' The answer is simply this: A method by which trains are kept apart a certain invariable distance, in opposition to a method of keeping trains apart a certain length of time, the latter being known as the 'time limit system.' If all trains ran at the same rate of speed, the time limit system would give the same results as the block system. But this is impracticable. The 'space system' would have been a more appropriate name. The block principle is that not more than one train shall be allowed in a block or space at the same time. This is accomplished by not allowing a train or engine to leave a signal station until the previous train or engine has been signaled as having arrived at or left the signal station next in advance. / Under the block system the line is divided in sections or blocks, a block being the portion of tracks lying between the two block stations. The signal generally used in blocking is of the type known as semaphore, and consists of a blade of wood, or metal four or five feet in length, mounted on a post and arranged to assume two or three positions. / The semaphore, when in a horizontal position, that is, at right angles to the signal post, indicates 'danger' or 'block not clear,' and inclined seventy to eighty degrees from the horizon indicating 'safety' or 'block clear.' During the day trains are governed by the position of the semaphore. At night this position is indicated by a light placed near the top of the post, a red light indicating 'danger' and a white light 'safety.' These signals are placed on the engineer's side of the track. . .'" (*Carbondale Leader*, October 27, 1892, p. 4)

On January 1, 1898, the D&H and the Erie Railroad entered into a one hundred year agreement on the use of the Jefferson Branch of the Erie Railroad from Carbondale to Lanesboro.

Given below is the complete text of the agreement between the D&H and the Erie. The original of this very rare document is in the holdings of the Carbondale D&H Transportation Museum. This original may well be the only copy of this agreement that still exists.



Jeff-43.

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Between  
THE PRESIDENT, MANAGERS AND COM-  
PANY OF THE DELAWARE AND  
HUDSON CANAL COMPANY  
AND THE  
ERIE RAILROAD COMPANY.

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Agreement for use of Jefferson Railroad.

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Dated January 1, 1898.

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C. G. Burgoyne, Walker and Centre Streets, N. Y.



AN AGREEMENT, made in duplicate and entered into as of the first day of January, one thousand eight hundred and ninety-eight, by and between THE PRESIDENT, MANAGERS AND COMPANY OF THE DELAWARE AND HUDSON CANAL COMPANY, hereinafter called the "Canal Company," as party of the first part, and the ERIE RAILROAD COMPANY, hereinafter called the "Erie Company," as party of the second part.

WHEREAS, the parties hereto are both corporations of the State of New York and the Canal Company is engaged, among other things, in the business of mining and transporting anthracite coal in the States of Pennsylvania and New York, and the Erie Company is engaged, among other things, in the business of transportation by rail in said states, and the Erie Company is the owner of a line of railroad known as the Jefferson Railroad, extending from Carbondale, Pennsylvania, northerly to Susquehanna, Pennsylvania, and connecting with the Lackawanna and Susquehanna Railroad, owned by the Canal Company, at Jefferson Junction, Pennsylvania; and

WHEREAS, in order to avoid building a parallel road the Canal Company desires to obtain trackage rights over the said Jefferson Railroad for a long period of years, and both parties hereto deem it desirable to make such use of said Jefferson Railroad as to meet the requirements of the Canal Company and the public in the matter of transportation, and for this purpose the Erie Company is willing to grant trackage rights to the Canal Company for such part of the Jefferson Railroad as it may wish to use between Carbondale, Pennsylvania, and Jefferson Junction in the same state, a distance of thirty-four and six-tenths (34.6) miles; and

WHEREAS, the object of this agreement is to furnish the Canal Company with a double track line of railroad connecting its railroad system in Pennsylvania with its Lackawanna and

"... the Jefferson Railroad, extending from Carbondale, Pennsylvania, northerly to Susquehanna, Pennsylvania, and connecting with the Lackawanna and Susquehanna Railroad, owned by the Canal Company, at Jefferson Junction, Pennsylvania. . ."

"... the Jefferson Railroad. . . between Carbondale, Pennsylvania, and Jefferson Junction in the same state, a distance of thirty-four and six-tenths (34.6) miles. . ."

Susquehanna Railroad and its leased lines in New York State, over which connecting line its traffic shall pass in either direction freely and without restriction, and from which it cannot be excluded by reason of any adverse interests at any time hereafter obtaining control of the Erie Company's lines;

NOW, THEREFORE, the said Canal Company and the said Erie Company hereby agree to and with each other as follows:

"... for the period of one hundred years..."

FIRST. The Erie Company for itself and as owner of the said Jefferson Railroad has granted, demised and leased, and by these presents does grant, demise and lease, unto the Canal Company, for the period of one hundred years from the date of this agreement, subject to reasonable regulation and control by the Erie Company as to the movement and government of trains, the right to pass, in either direction, with its passenger and freight trains and locomotives over the aforesaid line of the Erie Company, between Carbondale and Jefferson Junction, with the right to use, in connection with such trains and locomotives, all present and future water tanks and sidings and other facilities necessary and convenient for such trains and the said traffic as freely as if the Canal Company were the owner of the railroad hereby demised.

Rates to be paid by the D&H for shipping coal and freight over the line

SECOND. The Canal Company shall and will pay to the Erie Company monthly, as trackage or rent for the demised premises, on all coal and other freight traffic moved over the said railroad, or any part thereof, between Carbondale and Jefferson Junction, five cents per gross ton on all coal and freight traffic not exceeding one million tons per annum; four cents per gross ton on all such traffic in excess of one million tons and not exceeding one and one-half million tons per annum; three cents per gross ton on all such traffic exceeding one and one-half million tons per annum.

For example, on a total shipment of 2,500,000 gross tons in any one year the payments to be made by the Canal Company to the Erie Company would be as follows:

1,000,000 tons at 5 cents.....	\$50,000
500,000 tons at 4 cents.....	20,000
1,000,000 tons at 3 cents.....	30,000

2,500,000 tons.....	\$100,000
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Rates for shipments of coal north and south from Clinton Colliery

It is agreed, however, that in the case of coal mined at the Clinton Colliery of the Canal Company and hauled by the Canal Com-



pany south from that colliery to Carbondale, the rate to be paid by the Canal Company to the Erie Company on such southbound coal shall be three mills per ton per mile, and such southbound tonnage from Clinton Colliery shall not be included for any purpose in the tonnage hereinbefore referred to in this paragraph; but all northbound tonnage from the Clinton Colliery shall be included in the tonnage and rates hereinbefore specified.

Passenger  
trains on the  
Jefferson  
Railroad

→ THIRD. The Canal Company shall have, during the continuance of this agreement, the right and privilege of running passenger trains, in either direction, over and upon the said Jefferson Railroad connecting thereby and therewith the Canal Company's railroad at Carbondale aforesaid with said Canal Company's railroad known as the Lackawanna and Susquehanna Railroad at Jefferson Junction aforesaid. Such trains shall have all the rights and privileges upon said Jefferson Railroad as to time tables and use of railroad enjoyed by first-class passenger trains. The Canal Company shall and will pay monthly to the Erie Company as compensation for such trackage one-half the gross revenue earned by such trains accruing upon that part of the Jefferson Railroad over which such trains shall run.

FOURTH. Each party hereto shall provide its own time tables for the running of its trains over the said Jefferson Railroad as it may desire in carrying out the provisions of this agreement, and, as nearly as practicable, shall conform in the premises to the wishes of the other party regarding the conduct of the business.

FIFTH. The rights of trackage herein granted by the Erie Company shall continue during the term of one hundred years from January 1, 1898. Either party shall have the right to assign the same, and the successors and assigns of either of the parties hereto shall have the rights and privileges and shall be charged with the duties hereby assumed by the parties hereto. The basis of compensation to be paid to the Erie Company by reason hereof may, however, be readjusted on the first day of January, 1908, and at the expiration of each term of ten years thereafter, provided that either of the parties hereto shall give ninety days' previous notice in writing to the other before the expiration of such period of its desire for such readjustment. If the parties shall not be able to agree on any question arising under this agreement, save readjust-

ment of trackage or rental, the matters in dispute shall be referred to arbitration. One arbitrator shall be appointed by the Canal Company and one by the Erie Company, and the two thus chosen, if unable to agree, shall select an umpire. Their decision, or that of a majority of them, shall be final and conclusive.

Maintenance  
of the track

SIXTH. During the continuance of this agreement, the roadbed and track, over which trackage rights are hereby granted, shall be maintained by the Erie Company in general good order and condition, and equal to the condition of the roadbed and track of the Canal Company for a corresponding distance north from Jefferson Junction; and under this agreement each of the parties shall be liable to the other and to the public for the exercise of that care and diligence which is ordinarily observed on well-managed railroads, and in case of any damage incurred or sustained by the default or miscarriage of either party, or its officers, agents or employees, the rights and liabilities of the parties shall be decided in accordance with this rule, and not otherwise.

In case of accident the Erie Company shall clear the track; and the expenses thereof, and all damages arising therefrom, shall be borne by the party responsible therefor, in accordance with the general rule above established.

Engines, cars, and property carried in the cars of either party, while standing on the sidings, or in the station or engine houses of the other, shall be at the risk of the party running the trains in which the same are or were contained.

SEVENTH. Each of the parties hereto shall have the right to examine such of the books, records and papers of the other party as may be necessary in order to verify or confirm statements made in accordance with the provisions hereof.

EIGHTH. The Canal Company hereby covenants and agrees that during the term of this agreement it will not construct or operate, directly or indirectly, any railroad parallel or competing with the railroad over which trackage rights are hereby granted, nor any part thereof, without the consent of the Erie Company first had and obtained in writing.

NINTH. This agreement shall take effect on January 1, 1898,  
and shall continue thereafter for the term of ONE HUNDRED YEARS.

IN WITNESS WHEREOF, the parties hereto have hereunto, in duplicate, set their corporate seals and caused these presents, in duplicate, to be subscribed with their corporate names by their Presidents, and attested by their Treasurer and Secretary respectively.

THE PRESIDENT, MANAGERS AND COMPANY OF THE  
DELAWARE AND HUDSON CANAL COMPANY,

Delaware and  
Hudson Canal  
Company.

by

R. M. OLYPHANT,  
President.

Agreement signed  
by R. M. Olyphant,  
President of the  
D&H

Attest:

C. A. WALKER,  
Treasurer.

ERIE RAILROAD COMPANY,

Erie Railroad  
Company.

by

E. B. THOMAS,  
President.

Agreement signed  
by E. B. Thomas,  
President of the Eire

Attest:

J. A. MIDDLETON,  
Secretary.



STATE OF NEW YORK, }  
 City and County of New York, } ss. :

On this 7th day of January, in the year one thousand eight hundred and ninety-eight, before me personally came Charles A. Walker, treasurer of The President, Managers and Company of the Delaware and Hudson Canal Company, with whom I am personally acquainted, who being by me duly sworn, did say that he resided in the City, County and State of New York; that he was the treasurer of The President, Managers and Company of the Delaware and Hudson Canal Company; that he knew the corporate seal of said Company; that the seal affixed to the foregoing instrument was such corporate seal; that it was so affixed by order of the board of managers of said company, and that he signed his name thereto by like order as treasurer of said company. And said Charles A. Walker further said that he was acquainted with Robert M. Olyphant, and knew him to be the president of the said company; that the signature of the said Robert M. Olyphant subscribed to the said instrument was in the genuine handwriting of the said Robert M. Olyphant, and was thereto subscribed by like order of the said board of directors, and in the presence of him the said Charles A. Walker.

Frank Walling,  
 Notary Public,  
 New York County.

FRANK WALLING,  
 Notary Public,  
 N. Y. Co.

STATE OF NEW YORK, }  
 City and County of New York, } ss. :

On this 7th day of January, in the year one thousand eight hundred and ninety-eight, before me personally came John A. Middleton, secretary of the Erie Railroad Company, with whom I am personally acquainted, who being by me duly sworn, said that he resided in the City, County and State of New York; that he was the secretary of the Erie Railroad Company; that he knew the corporate seal of said company; that the seal affixed to the foregoing instrument was such corporate seal; that it was so affixed by order of the board of directors of said company, and that he signed his name thereto by like order as secretary of said company. And the said John A. Middleton further said that he was acquainted with Eben B. Thomas and knew him to be the president of said company; that the signature of the said Eben B. Thomas subscribed to the said instrument was in the genuine handwriting of the said Eben B. Thomas and was thereto subscribed by like order of the board of directors, and in the presence of him the said John A. Middleton.

A. L. TRAVIS,  
 Notary Public,  
 Kings Co.  
 Certificate filed in N. Y. Co.

A. L. Travis,  
 Notary Public,  
 Kings County, N. Y.

In July 1899, the citizens of Forest City continued to wait for the Erie to construct a new passenger depot there, to replace the "old barn" then used as a depot, a structure which militated against the place and did not convey a positive impression to the visitor. The population of Forest City at the time was over 6,000. It had seventy-five or more places of business, nine churches, one splendid graded school (with a second school about to be built).

**"THEY WANT A DEPOT. / Forest Cityites Are Clamoring For an Improved Structure—They Petition For It.** / If the taxpayers and those who are most largely interested in the future growth and prosperity of Forest City could have their way, the 'powers that be' who govern and control the Erie railroad that runs through that place, would not eat or sleep much till a brand new depot is built. / About two months ago a petition which was circulated and largely signed by the taxpayers, praying for a new depot was placed in the hands of the officers of the company and the impression was given out that work would soon be commenced. Relying upon this information, there has been general rejoicing and a movement was on foot to celebrate the completion of the work with red-fire, speeches and a lot of other nice things, but as the time is passing rapidly and it is getting so late in the season that it will be difficult to complete the work before cold weather sets in, the good people of that place are filled with despair and lamentations. / They claim that the present 'old barn' as it is called militates against the place. The impression conveyed to the mind of an up-to-date drummer, who is a stranger, is certainly not the best. / It is claimed that the miners are working nearly full time; that last month \$75,000 was paid out there, and that from present indications this month's pay will approximate \$80,000. Taking all these facts into consideration and the further fact that there are many people there who own fine homes and places of business and naturally take pride in presenting as attractive an appearance as possible, they think the railroad company should do its share toward building up and beautifying the town. / The revenue received by the company from various sources from the people of the borough, amounts to hundreds of dollars annually. Forest City has come to be recognized as a hustling little town of over 6,000 population. It has seventy-five or more places of business, nine churches, one splendid graded school, and in a few days ground will be broken for another school building that will cost anywhere from \$7,000 to \$10,000. The amount can't be stated for the reason that bids which have been advertised for have not been made. This certainly speaks well for a town that has grown up in about a decade." (*Carbondale Leader*, July 24, 1899, p. 2)

"Thrilling experiences" were not uncommon for railroad men on the Jefferson Branch. Here are two such experiences that were reported in the *Carbondale Leader* of December 13, 1899. In the first, a trainman named Doyle, following a wreck on the Erie in which it was believed he was killed, coolly crawled from beneath the wreckage after a search had been made for his remains. In the second, a train crew at Ararat Summit lost control of the train and the whole business ran away. Even the firemen left his place in the cab to go out on the train and set brakes. The distance from the Summit to Starrucca is eight miles, the train covering that distance in less than seven minutes, going over Starrucca trestle with the speed of a cannon ball.

**“TWO THRILLING EXPERIENCES. / They Occurred on the Jefferson Division of the Erie—A Train Runs Away.** / There is probably no vocation in which one has so many thrilling experiences as that of the various duties filled by men who earn their living on the railroad. The majority of these hardy fellows are loath to tell of their narrow escapes from death. In Sunday’s wreck on the Erie railroad a story is told of a trainman named Doyle of Susquehanna who coolly crawled from beneath the wreckage after a search had been made for his remains, his fellow workmen believing him dead. Except for a few bruises he escaped uninjured. His escape is regarded as miraculous but he would say nothing concerning it when approached on the subject. / Another tale of a thrilling experience by a whole crew of Erie trainmen has just leaked out. At Ararat Summit the Erie company have recently built a yard and trains that leave this city are usually ‘made up’ again at that point. Trains that come to this city from points north of there usually make changes at the Summit also and previous to last Wednesday the flagman was obliged to set all switches right as the train left. In order to save time the caboose was cut from the train and held for the flagman while he closed the switches. The train went on, the caboose catching up afterwards. The grade here is very steep and it is said that the trainmen of the crew in question lost control of the train and the whole business ran away. Even the firemen left his place in the cab to go out on the train and set brakes. The distance from the Summit to Starucca is eight miles, the train covering that distance in less than seven minutes, going over Starucca trestle with the speed of a cannon ball. Just below Starucca is what is known as a ‘sag’ where the grade changes abruptly and here the trainmen succeeded in regaining control of the train, so the caboose could catch up. Now a man is kept at Ararat Summit to close switches so the caboose need not cut from the train.” (*Carbondale Leader*, December 13, 1899, p. 2)

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## **Pushers and Kickers**

### **The Grade on the Jefferson Branch of the Erie**

In North American railroad circles, grade refers to the vertical increase in height of the track for every 100 feet of horizontal travel. If a track rises 1 foot over a distance of 100 feet, the gradient is said to be "1 percent".

The grade in the Carbondale yard, from South to North, was 1.31%. From West Carbondale to Forest City the grade was 1.48%. (This was the steepest part of the grade on the Jefferson Branch and it was on this portion of the line that a Forest City kicker was used.) From Forest City to Ararat Summit the grade was 0.88%. The northbound grade from the yard at Carbondale, PA to the top of Ararat Summit averaged a continuous 1.2 to 1.4%, but was 19 miles in length. The grade from Starrucca up to Ararat was 1.3%. The southbound grade, from Cascade Wye near Lanesboro, PA to the top of Ararat Summit was 1.3 to 1.5%, and was 17 miles long.

At the Jermyn Historical Society's open house on 11-09-2014, we met and talked with Jerry Gilhooley (Post Office Box 33, Union Dale, PA 18470) and talked with him about the Jefferson Branch and other railroad topics. In the course of our conversation, he stated: "The hardest part of the trip from Carbondale to Ararat Summit was the section from Carbondale to Forest City. After that, the grade was a little easier on the way up to Ararat Summit."

In a very interesting article titled "This Time, We Lend a Helping Hand" by J. D. Santucci that was published in the May 2016 issue of the *Bridge Line Historical Society Bulletin* (pp. 20, 22-23) we read the following about grades and helper/pusher units: "While it doesn't seem like much of a difference, there is a huge difference between 1.09% and 2.2% grades. Anything from 1.5% to 1.75 percent is designated heavy grade. Above 1.75% is considered mountain grade."

To get heavy trains up and over the mountains [e.g. over Ararat Summit] in the nineteenth and twentieth centuries, the railroads used helper or pusher units. When they did so, the head engineer would instruct the pusher engineer(s) what to do, when to start to push, when to increase or decrease the throttle. The pusher engineer(s) would simply follow the instructions and do what they were told.

Santucci: "You can't place all the power on the head end, as it will create too much draft force, too much drawbar pull, and literally break the train in two. . . . Drawbar pull is the amount of draft force (slack stretched). The coupler knuckles will break from too much draft force applied against them. Enter the helper or pusher units. While it [drawbar pull] is important on 1.09% grade, it is not as critical as on heavy or mountain grades."

In the May 2016 issue of the *Bridge Line Historical Society Bulletin*, there is a letter from Wally Day to the *BLHS Bulletin* titled "The Forest City Kicker" that is published in the monthly column titled "The Mail Car" on page 7.

The second paragraph of that letter begins with these two sentences: "Special note is made about the photo of Challenger #1532 on the head end of WR-1 at Forest City, Penna. Even with that huge locomotive pulling, there must have been one or two more engines pushing on the rear of the train, as that is where the northwest grade over Ararat steepens. . . ." The second of those two sentences contains an error. The northwest grade over Ararat does not steepen at Forest City. As we noted on the preceding page, the steepest part of the grade on the Jefferson Branch was between West Carbondale and Forest City, where the grade was 1.48%. It was on this portion of the line (West Carbondale to Forest City) that the Forest City kicker was used. The grade from Forest City to Ararat Summit as 0.88%.

In the fifth paragraph of Day's letter, we read: "Somewhere I remember seeing a story, possibly



in a John Crouse book, telling about two helpers pushing north-bounds, with a third added around Forest City, which was called the 'Forest City Kicker.' " That sentence contains two errors: (1) a helper engine pushing a north-bound was never added around Forest City (ten or more loaded hoppers were frequently added to northbounds at Forest City, however), and (2) if a Forest City Kicker was added to a north bound it was added at West Carbondale (behind the caboose) and cut off at Forest City.

Jim Bachorz, publisher of the *BLHS Bulletin*, added the following note to Day's letter. "I talked to Chief Hontz, and he told me that although the common term was Forest City Kicker, the pushers were actually added at Carbondale, the main servicing point. He said that Forest City was not a good place to add pushers, as uphill/northbound trains were already on the Ararat grade and no one would stop there to add another engine. At the top of the hill, Ararat, either both pushers were cut off, or only one was cut off, with the other continuing to Lanesboro/Cascade, depending on the need for a pusher for a southbound. The engine that was cut off at Ararat went back down the hill to Carbondale." That correction/clarifying note from Chief Hontz, via Jim Bachorz, is absolutely correct.

In the July 2016 issue of the *BLHS Bulletin*, in *The Mail Car* column (p. 6), there is a letter from Jack Keene titled "Grading Carbondale" in which he states: "I enjoyed Wally Day's comments on the D&H's Pennsylvania Division pusher operations, as well as the addendum which you added with input from Howard Hontz. / The northbound grade out of Carbondale was predominately 1.31 / 1/32 percent to a point north of Forest City, with a short section of 1.48 percent in the middle of that stretch. Once the northbounds got their trains to the Lackawanna River bridge near Stillwater Lake, the grade eased to less than 0.8% the rest of the way to Ararat [emphasis added]. / I think it likely that, at the end of the steam era, lighter trains would have had one Challenger up front and one or two articulateds pushing on the rear all the way from Carbondale Yard to Ararat. I believe heavier trains were given a third pusher, a heavy Consolidation, which was attached behind the caboose at Carbondale. This Consolidation was the Forest City Kicker, which pushed trains to the point where the grade slackened, and then dropped off and backed down to Carbondale. This is the explanation given in Jim Shaughnessy's *Delaware and Hudson* (pg. 411)."

Jack Keene is right on the money—and more. The specific details provided by Jack Keene on the northbound grade out of Carbondale (the underlined portion of the above paragraph) have never before been recorded, and it is wonderful that they are now in the historical record.

Here, for the record, is the caption on the two-page photo on pages 410-411 in Shaughnessy's *Delaware and Hudson* that Keene mentions: "Some of the most colorful and spectacular steam action on the entire D&H system occurred on the 19-mile grade out of Carbondale to Ararat Summit. Here, near Forest City, Pennsylvania, a coal drag with a 4-6-6-4 up front, is pushed by another Challenger, No. 1526, with an Angus-type 0-8-8-0 Mallet behind it; behind the caboose

a 1200-class 2-8-0 battles away. The last engine, called the Forest City Kicker, pushed on the very steepest part of the grade, a 1.48% stretch between West Carbondale and Forest City. Another 1600 0-8-8-0 Mallet drifts back down the hill after having helped a train up to Ararat Summit. (Donald W. Furler)" SRP note: This photo was taken on September 12, 1948 by Robert F. Collins. An original print of it is in the BLHS Archives, Jack MacDonald collection. See herein page 233.

The *ruling grade* on the Carbondale to Ararat Summit portion of the Jefferson Branch was 1.3 per cent. The term *ruling grade* is used to describe the limiting grade between two terminals. It determines the maximum load that can be pulled over that portion of line by a given locomotive. The concept is analogous to that of the weakest link in a chain; no matter how many lesser grades a train can handle, if it can't make the ruling grade, it won't be able to complete the run.

A ruling grade is not necessarily the absolute steepest grade between two endpoints; it is assumed that trains will surmount certain steeper grades with momentum from descending grades or with the aid of helper locomotives. For grades that are short relative to the total length of a train's run, helper engines—extra locomotives added to the front, rear, or even middle of a train—are employed.

Bert Pennypacker and Charles A. Elston, in "Upgrade to Ararat" (*Railroad Magazine*, October 1951, Volume 56, No. 1, pp. 40-47) give the following data for specific locations along the Jefferson Branch and feet above sea level:

"The grade starts right out of the north end of the Carbondale Yards [D&H and Erie] and climbs from an elevation of 1070 feet above sea level at Carbondale to 2030 at the summit, Ararat. The first 6.3 mile rise, to Forest City, is a climb of 410 feet; then 5.5 miles to Uniondale and a rise of 215 feet. Next, 1.5 miles to Herrick Centre and a rise of 75 feet. The last seven miles to Ararat, has a rise of 260 feet."(*Upgrade to Ararat* by Bert Pennypacker and Charles A. Elston

Side Note: The Grade in the Lackawanna Valley: Pittston is 570 feet above sea level; Carbondale is 1,070 feet above sea level. The distance between the two cities is 26.1 miles.

## **Pushers**

### **Pushers on coal trains to Ararat Summit from Carbondale and from Lanesboro to Ararat Summit:**

Some facts on how pushers were used over the years on the Jefferson Branch:

1. Pushers were used on the Jefferson Branch from the earliest days of the line. The following details on pushers on the Jefferson Branch is from the report on an accident on the branch in 1874 in which four men were killed. Note that in this newspaper report that the word *pusher* is given in quotation marks, which suggests that the word *pusher* was regarded as a new word in the language at the time.

"In addition to the regular locomotive and men employed on each coal train, a locomotive and four men to accompany it, is used to assist a loaded train up the mountain to Ararat Summit, and is called, in railroad language, a 'pusher.' The distance from this city to the top of the mountain is about nineteen miles. At that place, the locomotive, which is used to assist the loaded train up the mountain, is detached and is backed down the hill to this city again. Two trips of this kind are often made in a day. The grade is so steep that, in descending the mountain, almost any rate of speed can be attained without the use of steam." (**"FOUR MEN KILLED. / DREADFUL ACCIDENT AT UNIONDALE LAST SUNDAY-A LOCOMOTIVE CONTAINING FOUR MEN PLUNGES DOWN AN EMBANKMENT OF SEVENTY FEET—ITS OCCUPANTS INSTANTLY KILLED,"** *Carbondale Leader*, February 28, 1874, p. 3)

2. In the biographical portrait of Samuel E. Banker ("Repairs Wooden-gear'd Clocks") that was published in the May 1, 1935 issue of *The Delaware and Hudson Railroad Bulletin* (pp. 67-68) we read the following about pushers on the Jefferson Branch in 1887:

"Master Mechanic Charles Rettew, after looking over this 6-foot, 200-pound applicant [Samuel E. Banker] offered him a trial as a locomotive fireman. Mr. Banker accepted and went to work in October 1887, making his first trip on old engine No. 71, a culm burner. The wage scale, placed in effect that year, gave a fireman \$2 for a day's work to consist of one trip from Carbondale to Wilkes-Barre and return, and a second run to Green Ridge and back. A round trip to Nineveh, figured at 114 miles, paid \$2.28. Enginemen, during their first year at the throttle, received \$3 for 100 miles or twelve hours work, while those with more than a year's service earned \$3.50. The tonnage given the 'Mogul' (2-6-0 type) engines was figured on a 25-cars-per-train basis, regardless of the weight carried by the cars. Northbound trains were given a pusher to Ararat; from there on the engineman had to get over the road as best he could. After reaching Nineveh he was marked south as soon as 25 cars were made available to make up his train. Frequently there were cars of ore waiting for movement south, each of which was counted as two empties."

3. In July 1899, a new system of handling trains on the Jefferson Branch was announced in the *Carbondale Leader*. Here is that announcement:

**"ECONOMY ON THE D. & H. / How Coal Trains Are Now Run North of the City. /** The current number of the *Railway Employees Journal* contains the following: / A new system of handling trains over the north end went into effect recently on the Delaware & Hudson. Formerly a crew from Carbondale north was given two engines, a lead and a pusher. The latter would fall

away at Ararat, the summit of the mountain and return to its starting point for another trip, while the crew would continue the balance of the journey to Nineveh with the other engine. This used to be the caper, but it don't, so it don't, go now. Just now they start a number of trains out of Carbondale with four engines, a lead, a helper, and two pushers with thirty-six and thirty-eight loaded hopper-bottom coal cars. At Forest City, ten more cars are added to the train and the hind pusher after Stillwater is reached, returns to Carbondale, while the train continues to Ararat with three engines, from there it continues on with the lead and helper engines, fifty loaded cars equipped with air brakes and only one crew, whereas two crews were formerly employed to do the same amount of work. The new system is considered a success by officers of the company, but it is paralyzing labor on that end of the line." (*Leader*, July 3, 1899, p. 6)

4. Here are some details on how the Erie used pushers on the Jefferson Branch from Bert Pennypacker and Charles A. Elston:

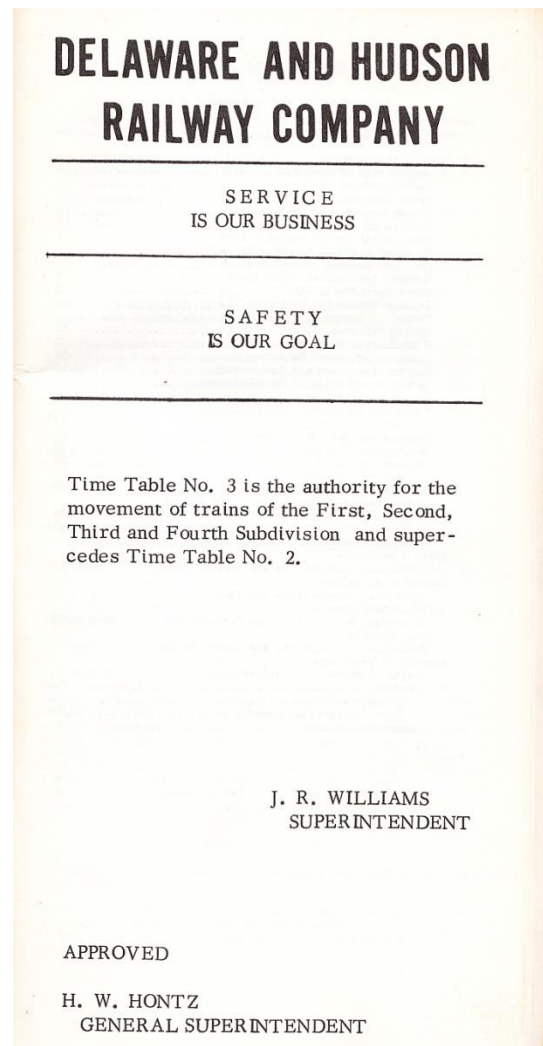
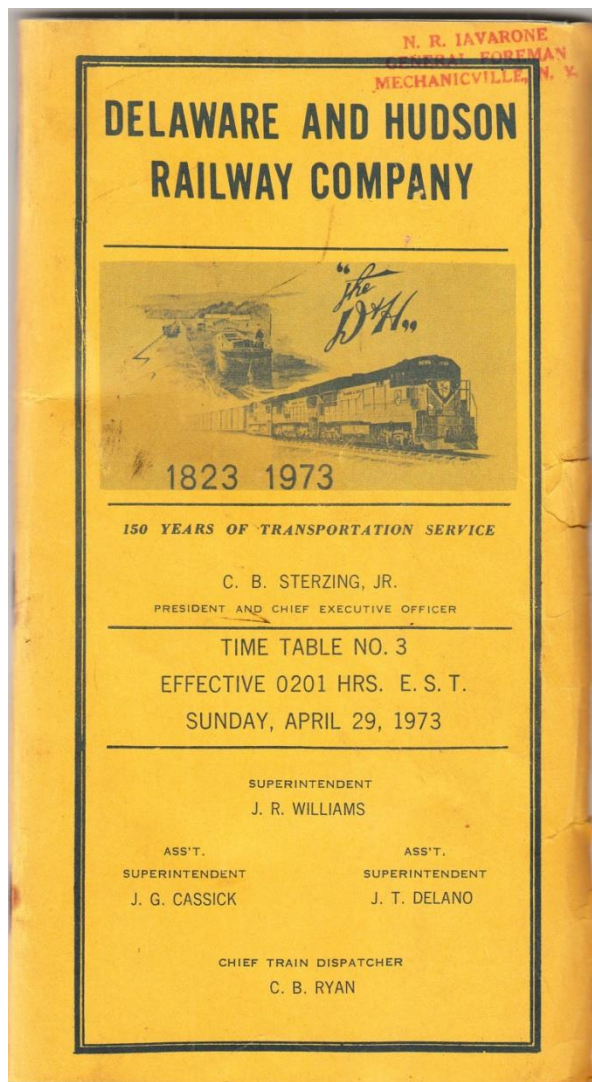
"Erie freights run from the Avoca Yards. . . on the south end, using D&H iron through Scranton, to Carbondale, where cars are picked up or dropped, and finally onto their own line to Lanesboro and to Susquehanna on the north end. / Erie power used is heavy R3-Class 2-10-2 engines and S-Class 2-8-4s—any combination of these two types pulling or pushing. Two pushers are usually needed on the grade between Carbondale and Ararat, the pushers returning light, and backwards. The Erie runs fewer freights than the D&H, so the same pair of pushers usually handle every Erie freight during each eight-hour period. Sometimes, three Erie pushers are used. One engine only is used on the head end of all freights, the additional power to put the train over the grade being added at the rear. The 2-8-4s are fairly recent additions on this line." (pp. 41-42) (*Upgrade to Ararat* by Bert Pennypacker and Charles A. Elston (*Railroad Magazine*, October 1951, Volume 56, No. 1, pp. 40-47)

5. Here are some details from Bert Pennypacker and Charles A. Elston on how the D&H used pushers on the Jefferson Branch:

"Leaving the Carbondale Yards, all D&H freights are pulled by powerful and fast J-Class 4-6-6-4 engines, backbone of the D&H fast freight service south of Mechanicville, N.Y. Pushers out of the Carbondale Yards are any combination of two types, the 4-6-6-4s or older H-Class 0-8-8-0s. / At Ararat the one pusher turns on a wye and returns downgrade light, while the other runs on to Lanesboro, turns and waits to push a southbound up to Ararat. Because the southbound upgrade from Lanesboro is gradual, only one pusher is needed. Besides, more loaded cars go northward than southward upgrade to Ararat." (p. 43) (*Upgrade to Ararat* by Bert Pennypacker and Charles A. Elston (*Railroad Magazine*, October 1951, Volume 56, No. 1, pp. 40-47)

6. In *D&H Time Table No. 3, Effective 0201 hrs., E. S. T., Sunday, April 29, 1973*, under the heading "General Instructions" the following restrictions and instructions on the "Operation of Pushers in Pennsylvania" are given:

Front matter on the April 29, 1973 D&H Timetable No. 3:



This timetable is in the Alan G. Dustin collection of the Carbondale D&H Transportation Museum.



OPERATION OF PUSHERS IN PENNSYLVANIA

Pursuant to the Order of the Public Utility Commission of the Commonwealth of Pennsylvania in Petition No. 2 issued March 28th, 1966 the following will govern in the operation of a pusher engine or engines behind an occupied caboose car in a train:

"In the event the horsepower to be used by pusher engine or engines behind a caboose exceeds 3,500 HP, the train crew shall, before such move is made, vacate the caboose and occupy the pusher engine or a caboose behind the pusher or pusher engine, and the train shall be brought to a stop before the pusher engine or engines are detached."

"The practice of 'cutting off on the fly' pusher engines behind occupied cabooses shall be limited to those instances in which the horsepower used by the pusher locomotive does not exceed 3,500 horsepower."

7. In Howard Hontz's column ("From the Top") in the February 2016 issue of the *Bridge Line Historical Society Bulletin* ("A Brief history of The D&H's tables and wyes", pp. 10, 11, we read the following about pushers on the Pennsylvania Division of the D&H:

**Operations on the Pennsylvania Sub**

As the Pennsylvania Subdivision originated an abundance of coal, and many solid coal trains, in addition to the freight from the three connections at Wilkes-Barre and Hudson, most trains required pushers. In those years, the cabooses were placed behind the pusher due to the limited strength of the caboose frame, and to avoid damaging the caboose or worse. Pushers were used when needed out of Wilkes-Barre to assist both over the short grade (7 miles) to Yatesville, and the long grade, 21 miles, from Carbondale to Ararat.

At Ararat there was a wye, so the train would stop after passing the switch to the wye and the pusher would make the move, either dropping the caboose by the train with the pusher in the siding, or by taking the pusher engine up the main behind the train, and the caboose in the siding, then picking the caboose up and placing it on the rear of the train. Then the train could make the air test and proceed.

However, if the pusher was needed to push a southbound train coming south from Oneonta, it would instead follow the train down the Ararat grade to the wye at Cascade (Lanesboro), turn on the wye there, and await the arrival of the southbound.

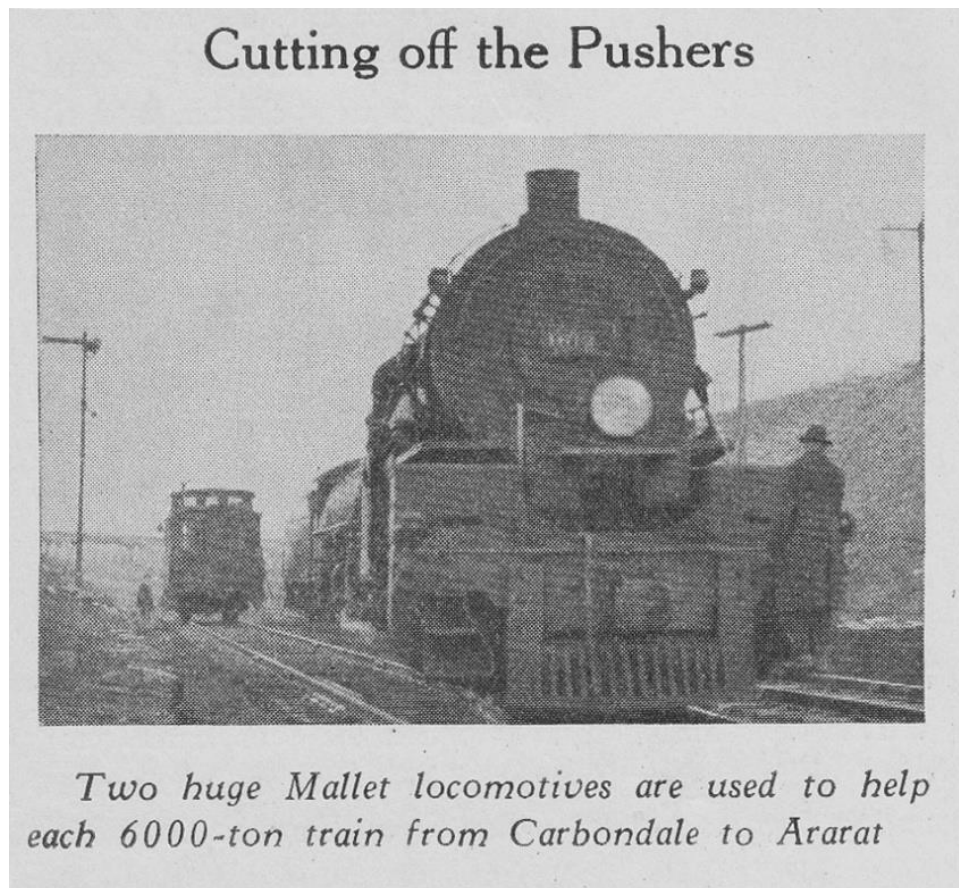
## Mallets as Pushers

In 1910, the D&H purchased six compound "Mallet" locomotives to use as pushers from Carbondale to Ararat Summit.

In *Railroadians*. . . (p. 59), we read:

In 1910 six compound "Mallet" locomotives, 0-8-8-0 type, were purchased, having twenty-six by forty-one by twenty-eight inch cylinders; fifty-one inch drivers, tractive power, simple 142,000 pounds and compound 107,700 pounds; steam pressure, two hundred twenty pounds; rear cab, designed to burn small size of anthracite. These locomotives were purchased as pushers from Carbondale to Ararat and have since continued to perform satisfactory service in the territory.

The photograph given below of two Mallets being used as pushers was published in *The Delaware and Hudson Railroad Bulletin*, May 1, 1935, p. 68:



Here is a photo of D&H Mallet 1604 at Ararat Summit on July 14, 1951. This photo was published in the *BLHS Bulletin*, March 2016, p.9, with the caption given here:



*BLHS Bulletin* – March 2016

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"The D&H crew eyes the cameraman as D&H Mallet 1604 rests between pushes at Ararat, Pa. July 14, 1951 photo by Robert F. Collins. BLHS Archives, Jack MacDonald Collection."

Here is a photograph of Mallet 1612, ready to push a freight train from Carbondale to Lanesboro:



*Mallet 1612  
ready to push  
freight train  
from Carbondale  
to Lanesboro*

*The Delaware and Hudson Railroad Bulletin*, May 1, 1937, p. 68:

Samuel E. Banker had a special connection to and fondness for Mallets. In the biographical portrait of the man ("Repairs Wooden-gear'd Clocks") that was published in *The Delaware and Hudson Railroad Bulletin*, May 1, 1935 (pp. 67-68), we read:

"When the first five Mallets were built at Schenectady, Mr. Banker was sent to Oneonta to bring them to Carbondale, running each until the next was ready. So impressed was he with the power and efficiency of these 230-ton giants that, after a period of breaking in other engines when they left the Carbondale back shop and a term on the work train, he bid in a job running Mallets in pusher service between Carbondale and Ararat, the position he held at the time of his retirement October 1, 1933."

From Samuel E. Banker's biographical portrait we learn that a Mallet pusher would use 5 tons of coal on a 16-mile, 90-minute trip up to Ararat out of Carbondale; a Consolidation used about 20 tons on a trip in less than 8 hours.

**The Mallet concept:**

The first compound-compression locomotive with an articulated pair of drive wheel assemblies was designed by Swiss engineer Anatole Mallet (1837-1919), in France. The front driver assembly included two low-pressure cylinders. The rear driver assembly included two high-pressure cylinders. The single boiler was rigidly attached to the rear driver assembly.

The first American example of a Mallet was an Alco locomotive called *Old Maude* that was built for the Baltimore & Ohio Railroad in 1903; it was an 0-6-6-0 weighing 334,500 lb (151,700 kg) and with axle loads of 60,000 lb (27,000 kg).

A "Mallet" locomotive was an articulated locomotive in which the rear set of driving wheels were fixed in the main frame of the locomotive, with a Bissell truck carrying a second set of driving carrying wheels. High pressure cylinders drove the axles on the main frame and low pressure steam drove the Bissell truck axles. A Mallet type locomotive is a four cylinder compound articulated locomotive. Mallet locomotives have essentially two steam engines mounted under the same boiler. Mallet locomotives used compound expansion where steam was first used by the two high-pressures cylinders and then exhausted to be used a second time in the two larger low-pressure cylinders in the front of the locomotive. The rear engine is rigidly attached to the boiler, while the front engine is able to swing laterally around a pivot point located near the rear, high-pressure cylinders. This articulation allows the locomotives to negotiate curves that would not accommodate a large rigid-frame locomotive.

The USA later experimented with the same basic design but with four high-pressure cylinders. These were still articulated locomotives but were no longer true "Mallets" because they used simple expansion instead of compound expansion. Unfortunately, no good name for this design ever emerged, and they tended to be loosely called 'Mallets' as well. A true Mallet is not just any single-expansion articulated locomotive. A true Mallet must be articulated with compound expansion (high and low pressure cylinders).

Joseph N. Wilcox loved working on the D&H Mallets:

Joseph N. Wilcox, who first began working for the D&H in June 1873 on the gravity road as a laborer, retired on December 31, 1926. "For the last eight years of his service with our Company, Mr. Wilcox worked on the big helper engines out of Carbondale. Passenger engine runs held no lure for him at that stage of the game. He greatly enjoyed, however, operating one of our huge 1600 class locomotives. 'Those big brutes are so big and heavy, you have to use steam going down hill,' he tells us." (Biographical portrait of Joseph N. Wilcox, "Chose to Work on Mallets," *The Delaware and Hudson Company Bulletin*, July 1, 1928, pp. 195-196)



With the use of Mallets as pushers on the Jefferson Branch, heavier rails were necessary on the Jefferson Branch. A central figure in having those heavier rails installed, not only on the Jefferson Branch, but throughout the Pennsylvania Division, was Frank W. Springstein, who was born at East Windsor, NY, May 18, 1862, of Dutch parentage, and worked for many years in the Maintenance of Way forces of the D&H. At the time of his retirement, he was Roadmaster of the Pennsylvania Division. Under his direction, over the years, the weight of the rails on the division was increased several times, thereby making travel safer.

In his biographical portrait ("Section Foreman In His Teens") in the July 15, 1929 issue (pp. 211-212, 222) of *The Delaware and Hudson Company Bulletin*, we read: "The first standard gauge track on the Division consisted of rails weighing sixty-two pounds per yard. With the increased weight of cars and motive power, particularly when the Mallets were first used in pusher service [emphasis added] on the hill north of Carbondale to Ararat, they were gradually replaced with heavier rails. The first change came with the use of sixty-seven pound 'iron'; later it was replaced with 80, 90, 100, and, finally, 110 pound rails." (p. 212)

Springstein's greatest accomplishment in track work was in making the right of way on the Jefferson Branch among the best in the entire D&H system. In his biographical portrait, we read:

"Perhaps his greatest accomplishment was the work of putting the track of the Jefferson Division in order. For years the derailments and accidents had been heavy on this Division due to the poor condition of the right of way. To him was assigned the work of repairing and replacing the old track. This he did in a number of years, completing the work so that that track was in as good, if not better condition than any other on the railroad." (p. 222)

## **Challengers as Pushers**

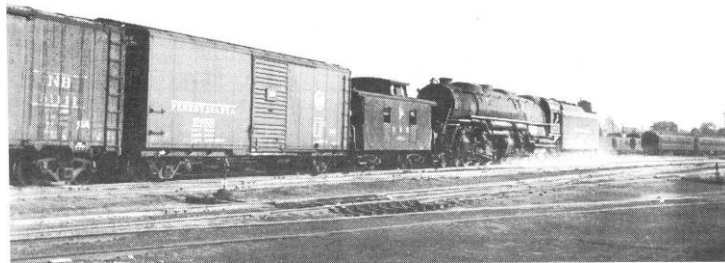
The D&H purchased 40 J class "Challenger" type 4-6-6-4's fast freight locomotives (Nos. 1500-1539) from the American Locomotive Company between 1940 and 1946. These Challengers were used both as pushers and as lead engines. In the 1950s it was not uncommon to see two or three Diesels leading a Challenger up the Richmondville, Ararat, or Belden hills. The Diesels were always ahead of steam to keep smoke and cinders out of their air intakes.

In Whyte notation, a 4-6-6-4 is a railroad steam locomotive that has four leading wheels followed by six coupled driving wheels, a second set of six driving wheels and four trailing wheels. 4-6-6-4's are commonly known as *Challengers*.

The Whyte notation for classifying steam locomotives by wheel arrangement was devised by Frederick Methvan Whyte and came into use in the early twentieth century, encouraged by an editorial in *American Engineer and Railroad Journal* (December 1900). The notation counts the number of leading wheels, then the number of driving wheels, and finally the number of trailing wheels, groups of numbers being separated by dashes.

We ran into Jerry Gilhooley (Post Office Box 33, Union Dale, PA 18470) at the Jermyn Historical Society's open house on November 9, 2014. We talked about the Jefferson Branch and other railroad topics. In the course of our conversation, he stated: "The Challengers couldn't go south of Lackawanna Avenue in Scranton because they couldn't make the curves. They were too big. The Challengers went as far south as Green Ridge, and that was that. The 1200s could make the curves and so could the diesels."

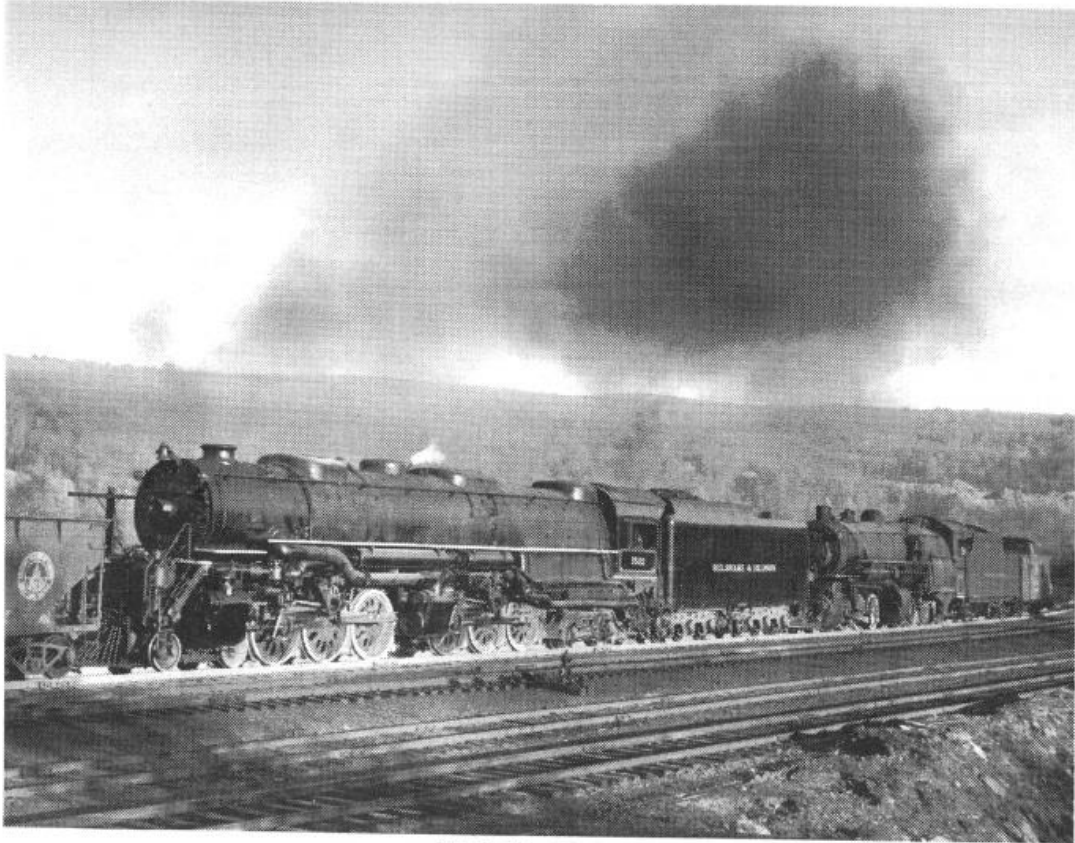
In the July 2015 issue of the *BLHS Bulletin*, p. 21, there is a photo of a D&H Challenger pushing a northbound out of Carbondale. Photo in the collection of Len Kilian. Here is a scanned copy of that photograph:



Ed. Spall, Manassas, VA, is a member of the Carbondale Historical Society member. On October 4, 2015, he remarked:

"My father was a brakeman on the D&H from 1942 to about 1968, and a conductor until 1972. I remember well that he was able to get me a ride for one 8-hour shift on one of the last 1500 class steam engines [Challengers] operated by the D&H out of Carbondale in about 1952, just before they were scrapped in the move to diesel engines. I boarded at the 8th avenue crossing with my lunch pail and work shoes on, and rode a *pusher* out of the yards to the top of Ararat summit. Awesome memory."

In the February 2016 issue of the *Bridge Line Historical Society Bulletin*, on page 29, there is a very nice photo of a Challenger and a Mallet as pushers on a D&H freight at Forest City. Here is that photograph and the caption from the *BLHS Bulletin*:



BLHS Bulletin - February 2016

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"A nice clean D&H Challenger #1532 and Mallet #1607 push on a D&H freight a Forest City, Pa. October 21, 1950 photo by Robert F. Collins. BLHS Archives, MacDonald Collection."

In the photo given below, a Challenger and a Consolidation are seen as pushers at Ararat.

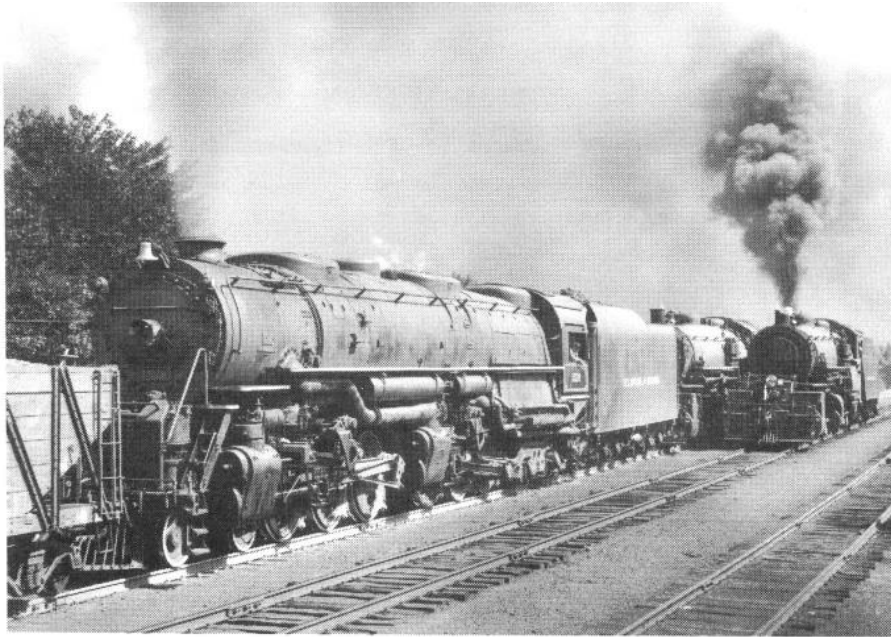


BLHS *Bulletin* – July 2016

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The caption on this photo when published in the July 2016 issue of the *BLHS Bulletin* (p. 5) is as follows: "D&H Challenger #1529 and Consolidation #1209 push D&H train MW-4 at Ararat, Pa. October 12, 1951 photo by Robert F. Collins. BLHS Archives, Jack MacDonald collection."

There are two photos of Challengers as pushers in the May 2016 issue of the *Bridge Line Historical Society Bulletin*. The first is on page 13. Here is that photo, with the caption from the *BLHS Bulletin*:



BLHS *Bulletin* – May 2016

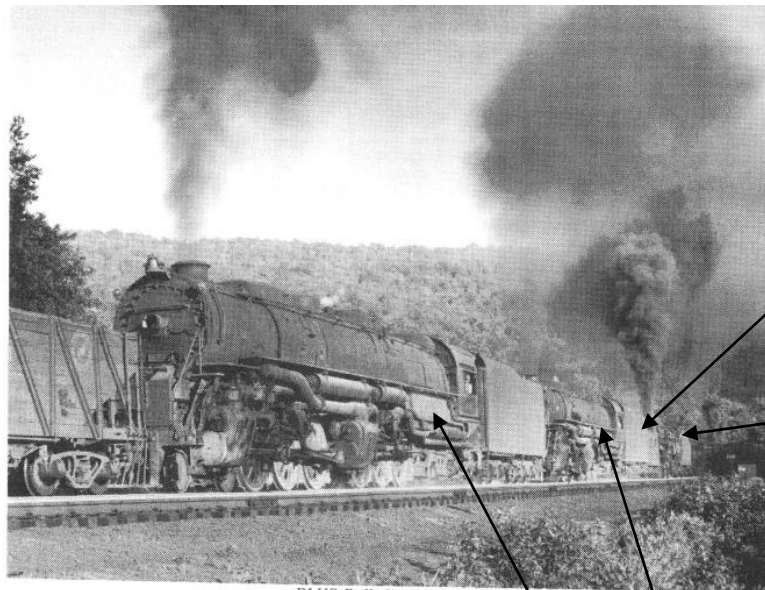
13

This photograph is given in *Shaughnessy* on pp. 410-411. See herein, pages 219-220. Who is the Donald W. Furler that Shaughnessy names at the end of the caption in *Delaware and Hudson*, p. 411?

"D&H Challenger 1526 – Consolidation 1202 as pushers on 98-car train WR-5 at Forest City, Pa. Mallet 1607 is on the adjacent track. September 12, 1948 photo by Robert F. Collins. BLHS Archives, Jack MacDonald collection."



The second is on page 17, where the following caption is given: "D&H Challengers 1532-1525 and Consolidation 1207 apply triple-header force at the rear of a 117-car D&H train WM-7 at Simpson, Pa. June 28, 1952 photo by Robert F. Collins. BLHS Archives, Jack MacDonald collection."



BLHS Bulletin - May 2016

Caboose

Given the fact that the Consolidation #1207 is here behind the caboose, it is the Forest City Kicker on this run.

These two Challengers are pushers on this run.

In the July 2016 issue of the *BLHS Bulletin*, in *The Mail Car* column (p. 6), there is a letter from Jack Keene titled "Grading Carbondale" in which he offers the following comments on the photo given above and the photo on the preceding page:

"On page 13 of the May *Bulletin*, you have a Bob Collins photo of a 4-6-6-4 and 0-8-8-0 pushing a northbound at Forest City, and on page 17, you have a second Collins photo at Simpson, on the 1.48%, with two Challengers pushing, followed by a caboose and Consolidation #1207. If the Consolidation were pushing through to Ararat, it would probably be ahead of the caboose to simplify switching at the top of the grade." SRP note: Given the fact that the Consolidation #1207 is here behind the caboose, therefore, it is the Forest City Kicker on this run. Sincere thanks to Jack Keene (1) for his precise and knowledgeable look at this photo, and (2) for his letter in the July 2016 *BLHS Bulletin*.

The photo given below of J. Class Challenger 1534 taking on water at Carbondale (photo by John Marshall) was posted on *Facebook* on November 8, 2015 by Don Marshall, who said:

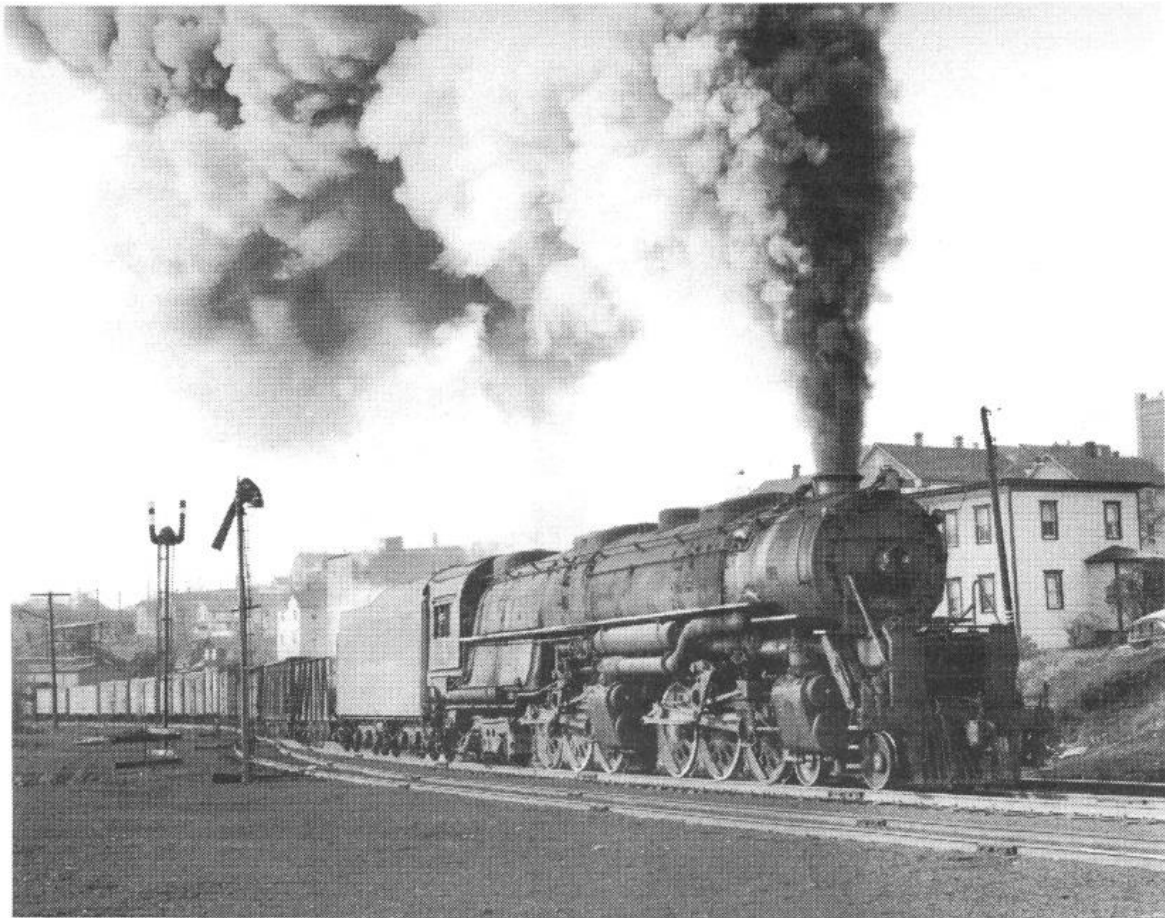
"In 1951 my Dad took a trip to Carbondale Pa. to catch D&H steam in action before it was retired. J class Challenger 1534 taking on water."

Michael Eggleston, of the *Facebook* D&H group, commented on November 8, 2015:

"And within three years this magnificent steed, less than 10 years old, would be cut up for scrap to pay for the new diesels needed by the ever-frugal D&H. Sentimentally, a great loss, but understandable as D&H was run efficient in the 1950s and could not spare cash. Still, it would have been nice to preserve one Challenger and one Northern for posterity. Too bad. Notice the ever-classy white-edged running boards and white 'tires' on the drivers and lead trucks."



In the April 2016 issue of the *Bridge Line Historical Society Bulletin*, p. 9, a beautiful photo by Robert F. Collins (now in BLHS Archives, Jack MacDonald collection) is given of D&H Challenger No. 1532 as the lead engine of a 96-car WR-1 at Forest City, PA, , October 19, 1951. A scanned copy of that photograph is given below.



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## O&W Engines as Pushers

Joey Senese, Milford, PA posted the photograph given below on the Delaware and Hudson *Facebook* page on March 1, 2015.



“The NYO&W was an interchange partner with the D&H in Carbondale; their own Mayfield Yards were just few miles away. During this time the bankrupt O&W had completely dieselized, and was still hauling anthracite coal as a primary source of revenue. With the miners on strike, and locomotive coal scarce (unlike other roads, the D&H burned a mixture of anthracite and bituminous in their steam locomotives), the D&H had sidelined some of their steamers, and the O&W had fewer loads to haul, sidelining some of their diesels. That being the case, the O&W F-units were sitting on their property not making money, and the D&H was in need of additional motive power. So, during coal strikes the O&W would rent their surplus diesels to the D&H as pushers. In this March 19, 1950 scene, O&W FT A-B couplet in D&H pusher service is approaching YD Tower, after having just crested the summit of Ararat Mountain.” Caption by Joey Senese.



### O&W engine as a pusher on the Jefferson Branch:

The photograph given below was published in *Bridge Line Historical Society Bulletin*, January 2016, p. 33, with the caption that is given below on this photograph.



BLHS Bulletin – January 2016

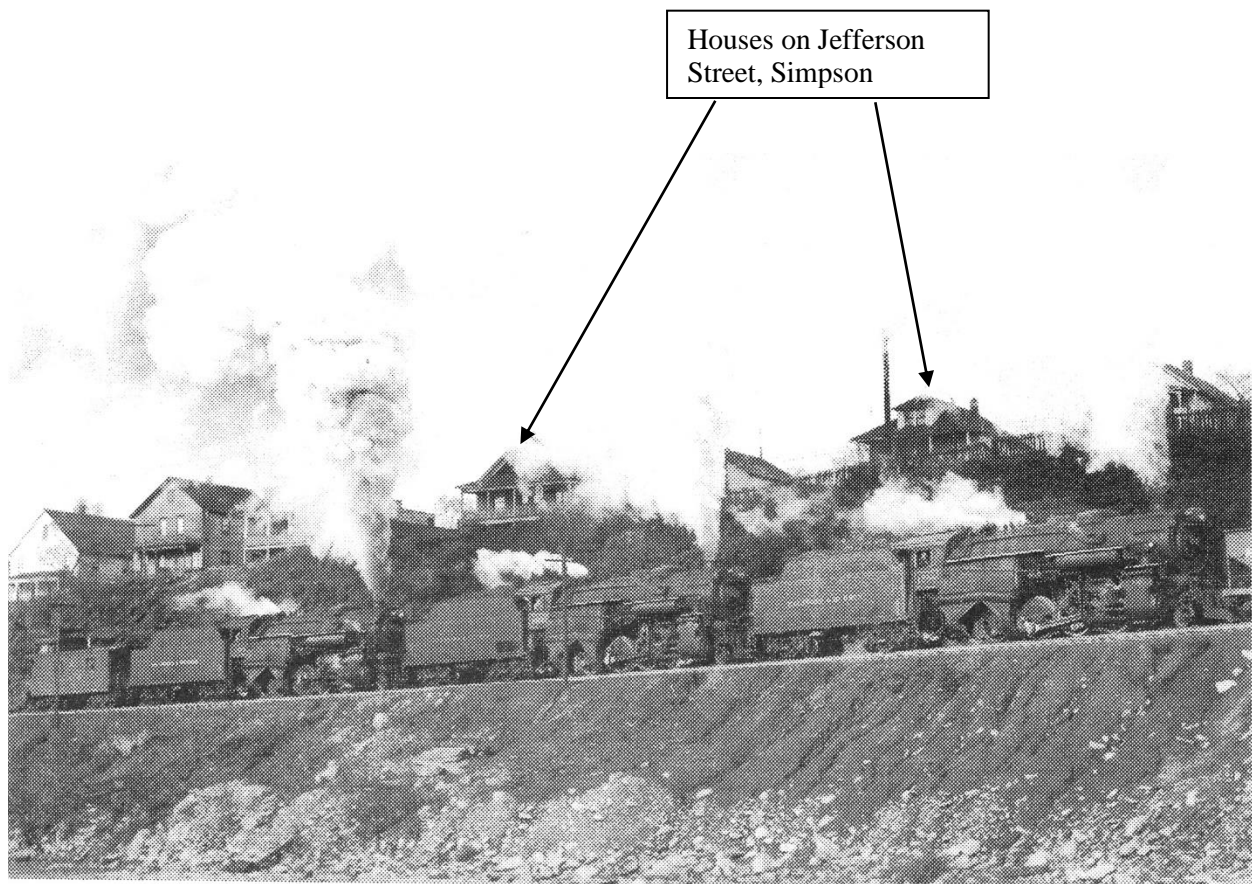
33

"D&H Challenger 1525—O&W 807—D&H Consolidation 1203 push on a large 101-car train WM-3 at Simpson, Pa. March 19, 1950 photo by Robert F. Collins. BLHS Archives, Jack MacDonald collection."



## Consolidations as Pushers

Another photo of a train on the same site (as in the photo on the preceding page) is given in the same issue of the *Bridge Line Historical Society Bulletin*, January 2016, p. 17. The caption on the photo given below is from the *BLHS Bulletin* (p. 16).



BLHS *Bulletin* – January 2016

17

"Triple D&H Consolidations 1208—1213—1217 push a 96-car WR-1 north at West Carbondale, Pa. October 19, 1951 photo by Robert F. Collins. BLHS Archives, Jack MacDonald collection."

## Accidents Involving Pushers

1. A pusher on the Jefferson Branch, having pushed a train to Ararat Summit on Sunday, February 22, 1874, was backing down the hill to Carbondale when it jumped the track on a curve at Uniondale and went down an embankment about 30 feet. Four men were killed. Here is the report on the accident that was published in the *Carbondale Advance* of February 28, 1874:

**“SHOCKING RAILROAD DISASTER AT UNIONDALE / A Sunday Tragedy. / Four Employees Instantly Killed.** / During the afternoon of Sunday last, a telegram by the Jefferson Railroad line gave the appalling intelligence that four much esteemed employees of the railroad residing here had been instantly killed at Uniondale an engine jumping the track on a curve and going down an embankment of about 30 feet. The victims were riding upon the engine which was employed as a ‘pusher,’ and had left Carbondale in the forenoon to aid a loaded coal train up to the summit and was returning. / The names of the unfortunate men were John R. Harding, conductor, recently from Hawley, Messrs. Cramer, from New Jersey, one an engineer and the other fireman, and Thomas Rafter of this city brakeman. / Their mangled and disfigured remains were brought down to this city and received by their friends with almost frantic grief.” (*Carbondale Advance*, February 28, 1874, p. 3)

Here is a more detailed report on that Uniondale accident that was published in the same issue of the *Carbondale Leader* (February 28, 1874, p. 3):

**“FOUR MEN KILLED. / DREADFUL ACCIDENT AT UNIONDALE LAST SUNDAY—A LOCOMOTIVE CONTAINING FOUR MEN PLUNGES DOWN AN EMBANKMENT OF SEVENTY FEET—ITS OCCUPANTS INSTANTLY KILLED.** / The inhabitants of Carbondale were fearfully shocked when the news of a terrible accident at Uniondale spread through the city, about five o’clock Sunday afternoon. The excitement and anxiety were great from the fact that each of the men who were reported to have been instantly killed were residents of this city at the time. Hundreds and hundreds of people started for the depot as soon as they heard of the accident, hoping to hear that the horrible rumor so suddenly brought to their ears might prove untrue; but the first report was found to be too true in every respect. So sad and sickening a calamity, proving fatal to so many lives, has not occurred in this vicinity in a long time. The following account of the accident, which we have endeavored to obtain from as trustworthy sources as possible, we believe to be correct. / On Sundays it is often customary for the companies, who run coal trains over the Jefferson Branch, on account of the absence of passenger and freight trains on those days, to run a number of loaded coal trains over the mountain. In addition to the regular locomotive and men employed on each coal train, a locomotive and four men to accompany it, is used to assist a loaded train up the mountain to Ararat Summit, and is called, in railroad language, a ‘pusher.’ The distance from this city to the top of the mountain is about nineteen miles. At that place, the locomotive, which is used to assist

the loaded train up the mountain, is detached and is backed down the hill to this city again. Two trips of this kind are often made in a day. The grade is so steep that, in descending the mountain, almost any rate of speed can be attained without the use of steam. / About eight o'clock last Sunday morning, Conductor John R. Harding, his engineer, V. B. Cramer, the fireman, David Cramer, and the brakeman, Thomas Rafter, went on duty on an engine belonging to the D. & H. C. Co., by which company they were regularly employed. They went to Ararat Summit, and, between one and two o'clock, they started to return. The locomotive had to be backed down as usual. This locomotive was followed by another which had been pushing a train up the hill. / A short distance north of the Uniondale station, near where the switch ends, there is a curve in the road, and a deep embankment on each side. That on the west side is about seventy or seventy-five feet deep; that on the east side somewhat deeper. The locomotive, on which were Conductor Harding and the other unfortunate men, is reported to have been running at a rate of speed of about thirty miles an hour; while the other kept but a comparatively short distance in the rear. The wheels of the tender when they struck the curve, jumped the west side of the track; in an instant that and the locomotive toppled over the embankment of seventy-five feet; and in another instant, four poor, mangled, crushed, scalded, and bleeding bodies were buried in the wreck, or wedged in between parts of the engine. They had no chance whatever for their lives; not a word or sign of warning had been given them; and in the twinkling of an eye—before the first shock of their toppling death-house gave them time to think or move—their bodies were crushed and torn, and the poor clay of humanity was lifeless. Not one of them was left to tell the tale; and we can only imagine and speculate as to the suddenness and terribleness of their death. The dome of the boiler was blown out, and one of the bodies was scalded. / When the locomotive leaped the track it was observed by a woman of Uniondale, who immediately informed others of it. The engineer of the following locomotive either saw the first one leave the track, or saw it after it was down the embankment. He reversed his engine and applied the sand. It stopped within a few feet of where the first had gone down. When the engineer and the other men saw what had befallen their companions, and realized the great danger they had been in and the narrowness of their escape from the same fate of their dead brothers, they were so weak and faint as to be scarcely able to do anything. / Mr. Thomas Burke, the trackmaster of the Jefferson, who lives at Uniondale, was by this time at the scene of the calamity, and soon gathered a force of men to assist in extricating the dead bodies from the wrecked engine. A telegram was sent to the office of the Erie Company on the flats. Dispatcher George Swift, who was on duty at the office, conveyed the news to Mr. Conklin, chief dispatcher, and a locomotive and passenger car were soon got in readiness to go to Uniondale. The work of getting the bodies from beneath the wreck was very laborious. The body of Conductor Harding was fastened under one of the trucks of the tender; that of the engineer was partly under the engine, with the head against a tree; and the two others were also covered by parts of the broken engine and tender. The train containing the four dead bodies arrived at the depot at about 5:40, and the bodies immediately placed in the freight depot the D. & H. C. Co. Hundreds of people were congregated at the depot on the arrival of the train, and the crowd was increasing incessantly. Everybody seemed anxious to take a look at the mangled, bloody, and

almost shapeless human creatures whose lives had been so suddenly taken from them. When the crowd had lessened considerably and the darkness of the night came on, men began to prepare the bodies for the coffins. About seven o'clock the body of Rafter was removed by his friends, and the others were placed in the coffins at the depot, and watched during the night. In the morning the body of Mr. Harding was removed to the residence of Mr. Conklin on River street. A telegram had been sent the night previous to his parents at Hawley. A couple of Mr. Harding's neighbors reached here on Monday morning, having travelled all night. They conveyed the corpse of the young Mr. Harding home to his sorrowing parents. The bodies of the two Cramers were taken to the residence of the elder, over Williams's meat market, and were from thence taken by their friends, on Tuesday, to their former homes in Jersey. The funeral of young Rafter was held at the Catholic church on Tuesday afternoon and was very largely attended. / Mr. John R. Harding was a man about twenty-four or twenty-five years of age. His parents lived, as stated above, in Hawley. During the dullness of business of the midwinter he was at home, and returned to his position only about two or three weeks ago. He had boarded at the Harrison House for several months, among the boarders of which house he had made many warm personal friends. He was an exemplary young man, of a very mild and quiet disposition, pleasing address, gentlemanly and courteous to every one, and particular in the use of language. He never said an unkind word to anyone. His tragic death was a terrible blow to his parents as well as to his acquaintances. His funeral was held at Hawley on Tuesday and was attended by all classes of the community in which Mr. Harding was well known, and by whom he was loved. Business places of every kind were closed during the progress of the services, and a respectful tribute paid to the memory of the young man. Mr. Harding was a member of the Baptist Church. / Mr. Thomas Rafter was a young man, about nineteen years of age, and lived with his mother on Welsh Hill. He was a steady, sober, and industrious young man, and the bereaved family, of which he was a worthy member, is among the most respectable, and is well spoken of by all. / Mr. V. B. Cramer, the engineer, was a man about twenty-nine years old, and was married. His brother, David Cramer, the fireman, was twenty-five years of age, and unmarried. They were both hard working men and good citizens. They had not resided here many months, and were not as well known in town as the other victims of the calamity which occurred on the Jefferson Branch last Sunday, the like of which, we hope, will never be repeated." (*Carbondale Leader*, February 28, 1874, p. 3)

2. Morris Bunnell was seriously hurt in December 1882 when the train on which he was working, a train with a locomotive at each end of the train, split near the center of the train. Here are the details on this accident, as reported in the *Carbondale Advance*:

**"Railroad Accident.** / A sad railroad accident occurred near the Summit on the Jefferson Branch R. R., about 4 o'clock on Monday afternoon. Mr. Morris Bunnell, of this city, and other employes were going up with a train of coal cars, with a locomotive at each end of the train. [emphasis added] A coupling gave way near the center of the train, and the train parted. Mr. Bunnell was on the last end of the train but hastened forward to endeavor to re-connect it, but a

sudden jerk of the locomotive caused Mr. Bunnell to lose his balance and fall between the cars. The cars were in motion and passed over one foot crushing it badly. The company's ambulance was telegraphed for, and was soon upon the ground. He was brought to his home in this city reaching here at half past seven in the evening. The wound is said to have bled profusely during the three and half hours which elapsed after the accident before his arrival here. Dr. H. C. Wheeler was called as surgeon, who, assisted by Dr. J. Burnett, proceeded to amputate the foot. He stood the operation as well as could be expected after the weakness endured by the loss of so much blood. We are glad to learn that Mr. Bunnell had an Accident Insurance policy in the Agency of Hon. S. S. Jones. He is about 30 years of age, and has a wife and two children." (*Carbondale Advance*, December 9, 1882, p. 3)

## **Forest City Kicker**

Eighty to one hundred-car coal trains on the Jefferson Branch north out of Carbondale were common. On such trains, with one or more engines as drivers, there were one, two, or three pusher engines coupled between the last coal car and the caboose. To prevent the pusher engines from stalling on the run from Carbondale to Forest City, an additional locomotive was sometimes placed behind the caboose on these coal trains at Carbondale and ran with the train to Forest City, where it was dropped off. This tail-end helper was known as the "Forest City Kicker". These Kickers, which for the D&H were usually 2-8-0 Consolidations, first appeared in 1882.

In *The Real Story of the Legendary 'Forest City Kicker'* (*Rail-Trail News*, Volume 20, Number 2, August 2012, p. 2) by Mark C. Walsh, we read:

"The solution [to coal trains stalling on the run from Carbondale to Forest City]: the Forest City Kicker, an extra locomotive added to the train behind the caboose. It provided the kick that was needed to prevent stalls, and only pushed about as far as Vandling, where the grade eased off a bit. When that point was passed, a brakeman in the caboose uncoupled the kicker, and it eased off on the fly, that is, uncoupling took place without stopping the train. The Kicker simply backed down to Carbondale, there to pick up duty in another assault on the mountain. / Forest City Kickers were used until about 1910-1915, when both the Erie and the D&H simply put much more powerful equipment into service. The Kickers, which for the D&H were usually 2-8-0 Consolidations [first appeared in 1882], have been confused with later equipment, such as the legendary 4-6-6-4 Challengers, but those locomotives, which came into service in 1942, never served as Kickers. By the time the Challengers came into use, the Forest City Kickers had been out of use for a generation."

In a photo note on a Consolidation engine, Walsh says: "For decades, the D&H used Consolidation-type locomotives like the one pictured here almost exclusively. A typical *coal*

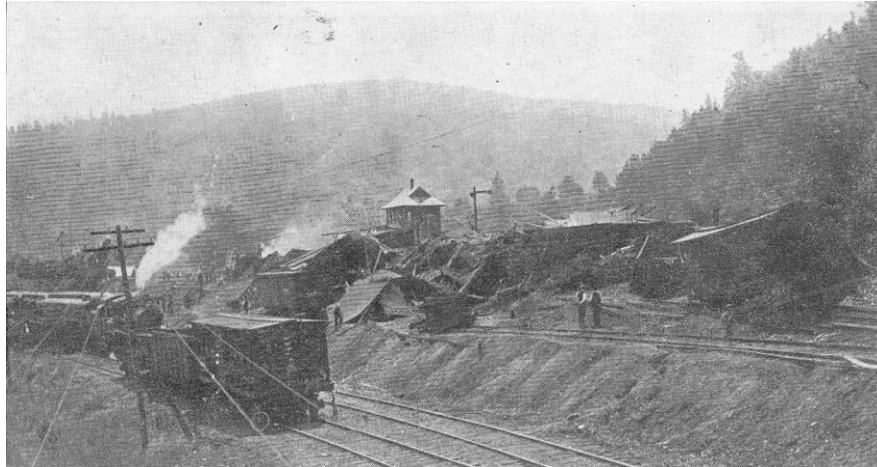


drag out of Carbondale featured two of these as drivers, two more as pushers, and one as the Kicker, behind the caboose. . .".

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## The Jefferson Branch from Carbondale to Lanesboro, 1900-1991

**August 6, 1907:** *"No. 46. Greatest wreck in the history of the Jefferson Division of the Erie. . ."*



*"No. 46. Greatest wreck in the history of the Jefferson Division of the Erie. Runaway train of 42 loaded cars wrecked at Jefferson Junction at 3.39 a. m., August 6, 1907. General View."* Burton, Pub'r, Lanesboro, PA. Post card in the collection of Esther Kutch, Carbondale. To date, we have not learned any specific information on this wreck on August 6, 1907.

Back of the post card of "No. 46. Greatest wreck. . ." shown above:

Post card to "Miss Nellie A. Todd, Emmons, Pa." from her brother Floyd. Post card mailed from Gibson, PA, and received in Emmons, PA on September 14, 1907. Message on card: "Your letter at hand. I am off canvassing again for pictures, around Gelatt, Gibson, Jackson, etc. Will expect you home soon so will not write more. / With love, brother / Floyd"



All of the material given below on the Jefferson Branch for the period 1915-1991 is from John V. Buberniak's *A History of the Jefferson Railroad Company*. January 1993.

**1915:** The peak year for coal shipments over the Jefferson Branch was 1915, when eight million tons of D&H anthracite moved over the Jefferson Branch of the Erie to Lanesboro.

**February 17, 1917:** Agreement dated February 7, 1917 between the Delaware and Hudson Company, formerly The President, Managers and Company of the Delaware and Hudson Canal Company, and Erie Railroad Company provides that subject to termination of six months' notice the Delaware and Hudson Company shall have charge of the maintenance of the tracks and roadbed, &c.

**1920:** Out of a D&H company total of 490 locomotives, 145 were stationed on the Jefferson Branch

**1928:** The entire line saw passenger service from the D&H until 1928.

**1931:** The entire line saw passenger service from the Erie until 1931.

**June 13, 1932:** The Jefferson Railroad Company acquired from The Delaware and Hudson Railroad Corporation, by deed dated June 13, 1932, the railroad and property formerly of The Delaware and Hudson Railroad Corp. in East Honesdale and Honesdale, Pa. consisting of 1.14 miles of first main track, 30 miles of industrial tracks, 2.36 miles of yard tracks and station buildings principally in Honesdale, Pa.

**1953:** The 1898 agreement between the Erie and the D&H on the use of the line continued until February 20, 1953, when the D&H approached the Erie, after a rate squabble, with interest in purchasing the Jefferson Branch.

**January 1, 1955:** On January 1, 1955, the Jefferson Branch was purchased outright by the D&H from the Erie for 3.5 million dollars. The D&H then granted the Erie trackage rights over the line until 2015. This switch of ownership lasted until April 1, 1976 when Conrail gave up the rights on the D&H Pennsylvania Division. During this period, the D&H improved the division, with clearance and ballast projects.

**April 1, 1976:** Conrail (which acquired the Erie) gave up its rights on the D&H Penn Division (Minooka Junction to Nineveh: heavy grades up to Ararat Summit; need for pushers, many grade crossings in the Lackawanna Valley).

**Mid 1970's:** entire Division fitted with welded rail made at a shop built in D&H Carbondale yard. The old Erie semaphores were removed and the D&H installed CTC on the entire line.

**Late 1979:** D&H purchased from Conrail the former DL&W main line from Scranton to Binghamton (no grade crossings, line rebuilt in 1915 to eliminate steeper grades and tight curves; easier route North for D&H anthracite than over the Jefferson Branch).

**1981:** In 1981, the D&H embargoed the Jefferson Branch south of Brandt. The rails between the Carbondale yard and Stevens Point were torn up and removed in less than 8 months. The line from Nineveh, NY to Stevens Point, PA remained in place and was used for High-Wide loads that were too large to pass through the Binghamton-to-Albany Susquehanna Division's tunnel near Belden Hill, NY, re-routing these loads to Stevens point, and up the Erie's Jefferson Connection to the Erie Main and on to Binghamton and points west. The section north of Brandt was used until 1985, when the rebuilding of the Belden Hill tunnel was completed.

On September 10, 2015, Tony Verbyla posted on *Facebook* "D&H Belden Hill Detours, in Part I, We start out with a s/b being pulled west by BD on the Erie to be pulled back into Conklin Yard by RS-36 5016. We then catch a n/b at Lanesboro led by B&M 203. During these years there was great variety in power. D&H, B&M, Guilford, MEC and Guilford power still in colors from CR, PC, Santa Fe, Detroit Edison, N&W, and Southern could all be seen ; in Part II, we see the Pull By power U33C's pulling a Binghamton bound train south under Starrucca Viaduct. As it is going under a Conrail w/b passes over head. In Part 3 we'll see this train come off the Jeff Connection at CP Lanesboro then see it racing by at SU Tower. Video by Tony Sr.; Part III, Summer of 1985, Video by Tony Verbyla, Sr.; in Part III, we catch the same freight from part 2 coming off the Jeff Connection at CP Lanesboro for the run west."

**1986:** After the rebuilding of the Belden Tunnel, Guilford Corporation (who had purchased the D&H) tore up the remaining trackage from Stevens Point to Nineveh, as well as removing several bridges. And so ended the Penn Division in its entirety.

**1990:** Late in 1990, Canadian Pacific purchased the D&H.

**Early 1991:** In early 1991, the remaining portion of the Jefferson Branch north of Brandt was removed, and the Jefferson Branch ceased to exist.

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## **D&H Coal Sales from Washington Cove (north of Hoboken) to Steamships**

From 1829 on, the D&H had sales outlets for anthracite coal at piers on the island of Manhattan. In addition to those piers, the D&H, in 1859, expanded its metropolitan New York City coal sales market by establishing, on the New Jersey shore of the Hudson River, at Washington Cove, north of Hoboken, NJ, an 18-acre boat basin which was accessible to first class steamships from the Hudson River, and from which coal could be loaded into ocean-going steamships from loaded coal boats that were brought down the Hudson River from Rondout to this sales area.

This we know from an article that was published in the *Carbondale Weekly Advance* of February 19, 1859. Here is that article:

“The Delaware and Hudson Canal Company have the water right to the Washington Cove, just north of Hoboken, from high water mark to the channel, an area of 18 acres. Contractors have undertaken to complete a dock there this season, in time to be used in the fall. The plan will be to sink cribs full of stone along the channel front, and excavate the basin to the required depth, using the sand for building a yard, other needed material being found at the Palisades above. The basin inside will be of sufficient depth to float first class steamships, which will enter through the tide gates and take coal directly from the boats.—*Honesdale Dem.*” (*Weekly Advance*, February 19, 1859, p. 2)

In addition to this outlet for D&H anthracite coal at Washington Cove, the D&H further expanded its metropolitan New York City sales markets when it entered into a contract with the Erie Railway Company, on September 2, 1868, to transport D&H coal from Honesdale to Weehawken, NJ during the winter months. This Weehawken agreement was part of the contract that the D&H entered into regarding the construction of the Jefferson Branch of the Erie Railroad from Carbondale to Lanesboro.

In *Century of Progress* (p. 203), we read:

"By this agreement [between the Erie and the D&H, September 2, 1868] the Erie engaged to construct a railroad from Carbondale northward to its main line at Susquehanna, by which easy transportation would be furnished over the Erie tracks to Binghamton, a short distance to the northwest. Under the terms of the agreement favorable provision was made for carrying the [D&H] company's coal to Rochester and Buffalo, upon the completion of the proposed road, and for rail carriage of its coal, during the winter months, from Honesdale to Weehawken [emphasis added]." (p. 203)

This agreement is mentioned specifically in the 1869 D&H annual report, which was published in the *Carbondale Advance* of July 17, 1869, p. 2, as follows:

**“Delaware & Hudson Canal Co. / MAY 11, 1869.**—The Board of Managers herewith submit to the stockholders the annual statement of the business of the Company for the year ending March 1, 1869, showing a net profit of \$1,668,953.26, or about 11 ¼ per cent. on the present capital stock. This result will not be regarded as unfavorable, in view of the fact that much the larger part of our production was sold at low prices early in the season, and that the business of the year was heavily taxed for interest on their recent purchases of coal properties, from which a corresponding income could not be so soon obtained. / In the month of September last, a contract

was made with the Erie Railway Company by which they engaged to construct a railway from Carbondale to their main line at Susquehanna, to be completed on or before the first day of June, 1870, and thereafter to transport coal for us on favorable terms from our mines to Rochester and Buffalo. In the same contract, a provision was included which will enable us hereafter to bring a supply of coal during the winter months from Honesdale to Weehawken dock, as well as to occupy our proper share of the local markets on the line of the Erie road. [emphasis added]. In consideration of the services to be thus performed, we have agreed to purchase from the Erie Company \$1,500,000 of the first mortgage bonds of the Boston, Hartford, & Erie Railway Company, to be guaranteed by the former, and to pay for 90 percent of their par value, as fast as an equivalent amount shall have been expended by the Erie Company in building the roads in question. / The construction of an easy line from Susquehanna to Nineveh on the Albany and Susquehanna Railroad, a distance of 20 miles will give us the control of the shortest and in every respect best connection between the anthracite coal fields and the numerous and growing towns on that important road. A satisfactory arrangement for the transportation of our coal was made some years ago with the Albany and Susquehanna Company, and the Board are of the opinion that steps should be taken at an early day to secure the valuable market thus brought within our reach. The cost of the road which it will be necessary to build for this purpose [the L&S] is estimated at \$650,000. / Very considerable and costly changes will need to be made in our road between Carbondale and Scranton, to provide for the increased tonnage to be passed over it, when the western and northern connections already mentioned shall have been completed. It will probably be found that the most effectual, and in the end, the most economical, mode of accomplishing this object will be to do away with our present gravity system between Carbondale and Olyphant, and to build in place of it a double track locomotive road, adding a second track to the road already constructed from Olyphant to Scranton. / A large addition to the capacity of our road between Carbondale and Honesdale is also much needed. With our present facilities, our maximum tonnage which we are likely to reach during the present season will not exceed two millions tons, while to fill our canal, to supply the coal to be carried eastward over the Erie road, and to meet engagements into which we have entered with other parties for a transportation of coal, we should be in a position to move with ease over this portion of our road not less than three millions of tons annually. The improvements in our line of road thus indicated can hardly be effected for a smaller sum than \$1,500,000, making a total of nearly \$3,500,000 required for works already in progress, or which must soon be commenced, unless we are prepared to yield to bolder rivals the large and profitable markets now open to our enterprise. The increased annual charge upon our business growing out of the proposed outlay will not exceed the net sum of \$140,000.



*Tolls received on the Delaware and Hudson Canal  
and Railroad.*

1830.....	\$16,422.44	1850.....	\$97,999.15
1831.....	20,554.64	1851.....	158,441.96
1832.....	28,717.51	1852.....	293,174.67
1833.....	37,004.58	1853.....	378,479.83
1834.....	36,946.07	1854.....	587,349.52
1835.....	41,976.82	1855.....	652,362.94
1836.....	45,154.73	1856.....	553,787.86
1837.....	44,832.42	1857.....	435,198.44
1838.....	40,328.38	1858.....	397,698.11
1839.....	40,095.26	1859.....	311,597.79
1840.....	35,450.46	1860.....	397,667.99
1841.....	39,388.19	1861.....	367,958.56
1842.....	33,894.92	1862.....	316,376.97
1843.....	30,996.58	1863.....	954,822.67
1844.....	83,525.61	1864.....	1,218,570.46
1845.....	25,880.92	1865.....	201,679.38
1846.....	26,068.65	1866.....	118,482.95
1847.....	33,971.34	1867.....	76,530.05
1848.....	46,548.54	1868.....	89,846.57
1849.....	34,817.95		
			<hr/>
			\$8,260,556.53

Merchandise and provisions transported during the year 1868, 21,253 tons; plaster, 75; cement and cement stone, 84,142; tanners' bark, 830; leather and hides, 5,516; stone, brick, and lime, 24,752; iron ore, pig iron, etc., 5,734; mill stone, 237; staves, lath, etc., 863; manufactures of wool, 1,503; glass and glassware, 1,670; charcoal, 10; bituminous coal, 472; wood, 20,092; hemlock shingles, 10; ship timber and railroad ties, 3,256; hemlock lumber, 12,613; pine and bass wood, 1,241; hemlock, 21,471; anthracite coal, 1,640,118.—Total tons, 1,845,958." (*Carbondale Advance*, July 17, 1869, p.2)

Given those expanded markets for D&H coal, we read in that 1869 annual report, important modifications to D&H transportation system in the Lackawanna Valley and between Carbondale and Honesdale would be required. In that report, we read:

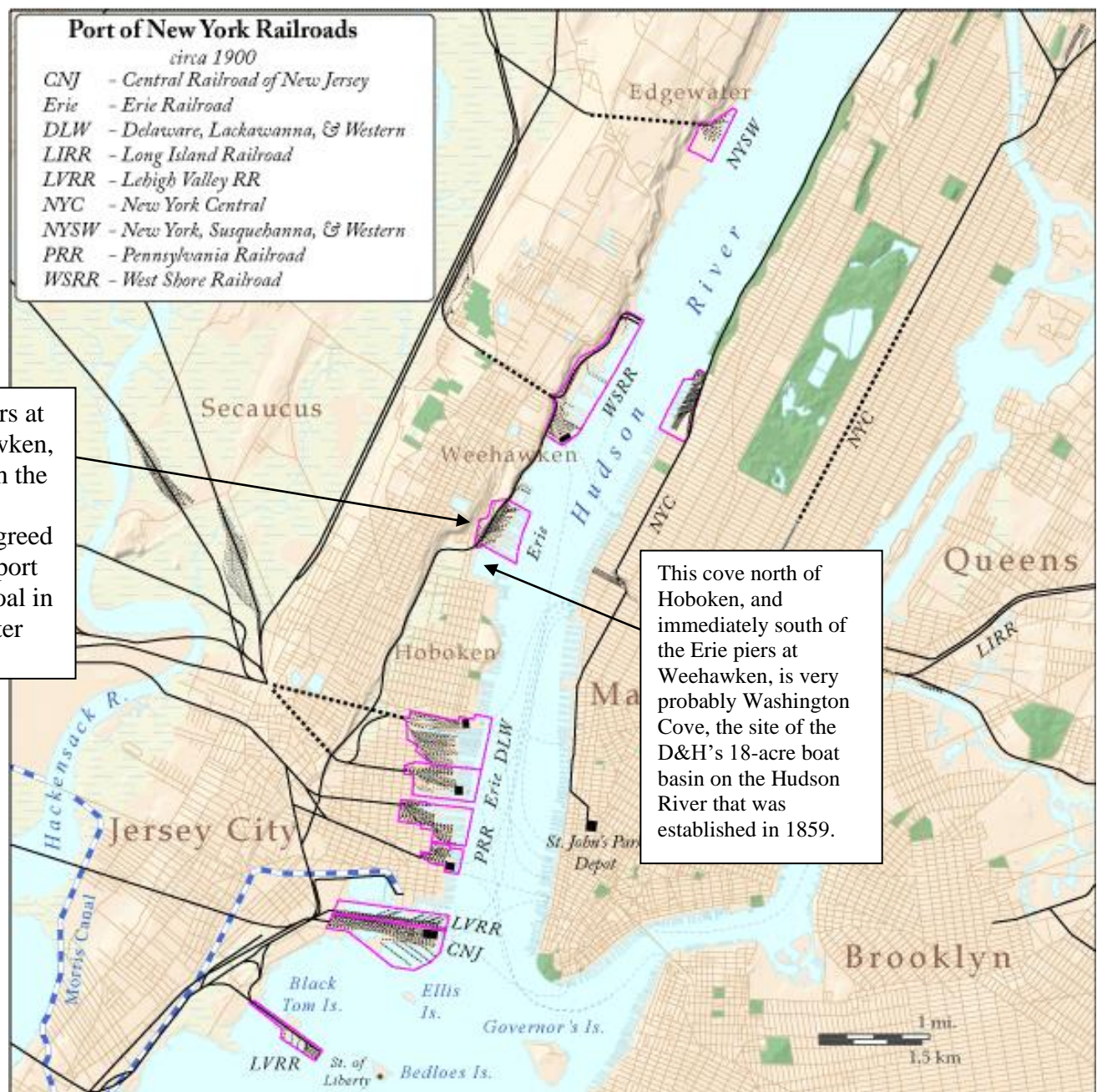
"Very considerable and costly changes will need to be made in our road between Carbondale and Scranton, to provide for the increased tonnage to be passed over it, when the western and northern connections already mentioned shall have been completed. It will probably be found that the most effectual, and in the end, the most economical, mode of accomplishing this object will be to do away with our present gravity system between Carbondale and Olyphant [emphasis added], and to build in place of it a double track locomotive road, adding a second track to the

road already constructed from Olyphant to Scranton. / A large addition to the capacity of our road between Carbondale and Honesdale is also much needed.”

Where was the D&H’s 18-acre boat basin on the New Jersey shore of the Hudson River, at Washington Cove, north of Hoboken, NJ, a boat basin established in 1859, which was accessible to first class steamships from the Hudson River, and from which coal could be loaded into ocean-going steamships from loaded coal boats that were brought down the Hudson River from Rondout to this sales area.?

Where were the Erie piers at Weehawken to which the Erie agreed in 1868 to transport D&H coal during the winter months?

The answers to both those questions are on the map given below on which the railroads in the Port of New York are shown:



### **Historical Note on the Weehawken Terminal:**

Weehawken Terminal was the waterfront intermodal terminal on the North River (Hudson River) in Weehawken, New Jersey for the New York Central Railroad's West Shore Railroad division. It opened in 1884 and closed in 1959. The complex contained five ferry slips, sixteen passenger train tracks, car float facilities, and extensive yards. The facility was also used by the New York, Ontario and Western Railway. The terminal was one of five passenger railroad terminals that lined the Hudson Waterfront during the nineteenth and twentieth centuries, with others located at Hoboken, Pavonia, Exchange Place, and Communipaw.

In 1876, the Pennsylvania Coal Company, too, entered into an agreement with the Erie Railway to transport, daily, 358 cars of coal to Weehawken, NJ. In the *Carbondale Advance* of September 9, 1876, we read:

“The Pennsylvania Coal Company has a contract with the Erie Railway Company to transport coal from Hawley to Weehawken. The contract is for 358 cars per day, or nearly 4,000 tons.” (*Carbondale Leader*, September 9, 1876, p. 3)

At a public coal auction held at the Coal and Iron Exchange building in New York City in August 1879, the D&H sold 50,000 tons of anthracite, to be delivered at Weehawken or Rondout, at the option of the purchaser:

**“FALL IN COAL / FIFTY THOUSAND TONS OF LACKAWANNA COAL SOLD BY THE DELAWARE AND HUDSON CANAL COMPANY. / NEW YORK, Aug. 13.**—A public auction sale of 50,000 tons of Lackawanna coal, offered by the Delaware and Hudson Canal Company, took place at noon to-day at the Coal and Iron Exchange building, corner of Cortlandt and New Church street. The sale was fairly attended, but the bidding was exasperatingly slow and inactive, and the prices obtained were very much below those offered at the former sale held by the company in April last. / Fifty thousand tons were offered, delivered at Weehawken or Rondout, at the option of the purchaser, during the current month. The amount of tons offered were classified as follows: 12,500 tons of grate, 12,500 tons of egg, and 25,000 tons of stove. / The grate size was first offered and started at \$1.75, but after considerable urging on the part of Mr. Draper, some one condescended to raise the price to \$1.80, and by small bids it finally reached \$2. The 12,500 tons were disposed of in lots of 100 to 5,000 tons each. / The next size offered--egg—started at \$2, and by small bids crawled up to \$2.12 ½, at which price the 12,500 tons were sold. / The stove size was opened with a bid of \$2.25 and finally advanced to \$2.32 ½, when the 25,000 tons were disposed of.” (*Carbondale Leader*, August 16, 1879, p. 3)

**D&H Timetables, 1911, 1917, and 1938****1911****D&H Timetable, Pennsylvania Division, in effect October 1, 1911:**

Two weekday trains (Nos. 504 and 508) and one Sunday train (No. 514) from Albany to Carbondale are listed.

The stations on the route are: Albany, Binghamton, Nineveh, Centre Village, East Windsor, Windsor, Lanesboro, Jefferson Junction, Brandt, Stevens Point, Starrucca, Thompson, Ararat, Burnwood, Herrick Center, Uniondale, Forest City, Carbondale.

Even though Jefferson Junction is in the list of stations, none of these trains appears to stop there. The 504 arrives at Lanesboro at 2.41 and stops, on signal, at 2.45 at Brandt. The 508 stops at Lanesboro at 8:59 and at Brandt, on signal, at 9:05. The 514 stops at Lanesboro at 1:07 and, on signal, at Brandt at 1:12. In the same timetable, one weekday train, No. 562, and one Sunday train, No. 562, originate at Brandt and travel to Carbondale (arrive at 5:35 P.M.).

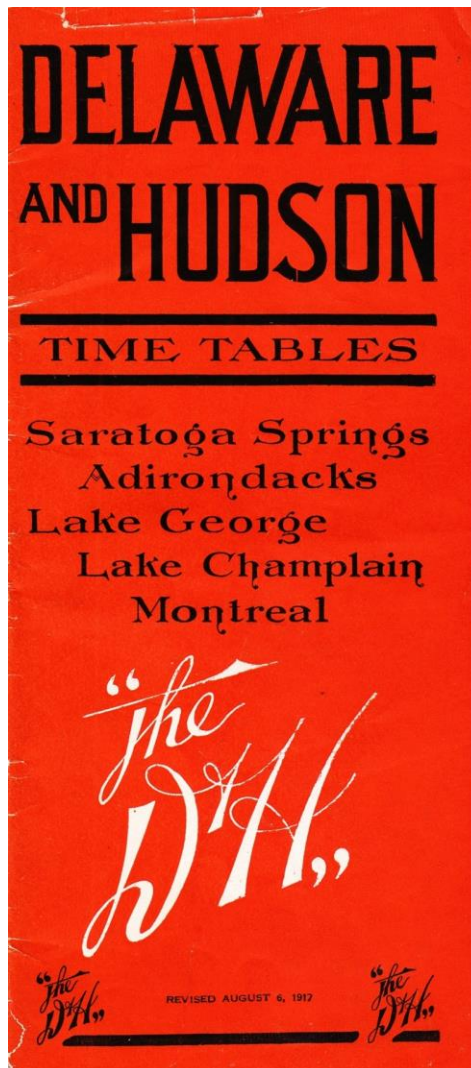
It appears that Jefferson Junction, when traveling South, was not a functioning station stop in 1911. When traveling North on the Jefferson Branch, however, Jefferson Junction was a functioning station. Train No. 507, for example, which left Carbondale at 8:40 A.M. on weekdays and arrived at Albany at 2:00 P.M., stopped at Brandt, on signal, at 9:47 A.M., at Jefferson Junction at 9:49 A.M., and at Lanesboro at 9:53 A.M.

At the head of this timetable for the Pennsylvania Division of the D&H we read: "The only double-track line between Carbondale and Wilkesbarre."



1917

D&H Timetable, effective June 24, 1917



**Nineveh to Wilkes-Barre:**

Two trains daily, except Sunday, Nineveh to Wilkes-Barre: Train 504 departs from Nineveh at 12:10 P.M. and arrives at Wilkes-Barre at 4:05 P.M.; Train 508 departs from Nineveh at 8:10 P.M. and arrives at Wilkes-Barre at 12:05 A.M.

Sunday train, Nineveh to Wilkes-Barre: Train 514 departs from Nineveh at 12:30 P.M. and arrives at Wilkes-Barre at 4:05 P.M.

One train daily, Lanesboro Junction to Carbondale: Train 660 departs from Lanesboro Junction at 6:42 P.M. and arrives at Carbondale at 8:05 P.M.

Light faced figures denote A. M. time. **Dark faced figures denote P. M. time.**  
† Daily except Sunday.    a Except Saturday.    f Stop on signal only.    k Except Monday.  
This Company reserves the right to omit the stop of any train at any station where there are no passengers to be taken or delivered.



## Wilkes-Barre to Saratoga Springs:

Two trains daily, Wilkes-Barre to Saratoga Springs: Train 507 departs Wilkes-Barre, daily except Sunday, at 5:50 A. M. and arrives at Lanesboro at 8:57 A.M., at Nineveh at 9:40 A.M., at Albany at 1:50 P.M., and at Saratoga Springs at 6:00 P.M.; Train 511 departs Wilkes-Barre, daily, at 3:10 P.M. and arrives at Lanesboro at 6:16 P.M., at Nineveh at 7:00 P.M., at Albany at 11:00 P.M., and at Saratoga Springs at 1:00 A.M.

## Carbondale to Lanesboro Junction:

One train, daily, Carbondale to Lanesboro Junction: Train 669 departs from Carbondale at 12:30 P.M. and arrives at Lanesboro Junction at 1:50 P.M.

WILKES-BARRE AND SCRANTON TO ALBANY AND TROY																												
Schedule of June 24, 1917		Except Sun'y	Except Sun'y	Except Sun'y	Except Sun'y	Daily	Except Sun'y	Daily	Except Sun'y	Except Sun'y	Except Sun'y	Except Sun'y	Except Sun'y	Run Sundays Only														
Mls.	Leave	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
PITTSBURGH (PA. R. R.) PHILADELPHIA				8 50			11:20	9 10		3 20		9 40																
NEW YORK (D., L. & W.) PHILADELPHIA (D., L. & W.)		2 00		3 00			8 00	10:00 7 00	10:00 8:41		1:24		4 10	2 00		10 00 7 45		6 30										
NEW YORK (L. V.) PHILADELPHIA (P. & R. & L. V.)				2 00				8 50				3 50	2 00		8 50	11 50	3 50											
WILKES-BARRE, D. & H.		5 50	7 35	9 15			12 30	3 10	4 40			8 30	10 25	7 45	10 55	1 45	7 00	11 05										
2 PARSONS.		5 54	7 39	9 19			12 34	3 14	4 44			8 34	10 29	7 49	10 59	1 49	7 04	11 09										
3 MINERS MILLS.		5 56	7 41	9 21			12 36	3 16	4 46			8 36	10 31	7 51	11 01	1 51	7 06	11 12										
4 HUDSON.		5 58	7 43	9 23			12 38	3 18	4 48			8 38	10 33	7 53	11 03	1 53	7 08	11 14										
6 LAFLIN.		6 02	7 47	9 27			12 42	3 22	4 52			8 42	10 37	7 57	11 07	1 57	7 12	11 18										
7 YATESVILLE.		6 05	7 50	9 30			12 45	3 25	4 55			8 45	10 40	8 00	11 10		7 15	11 21										
9 PITTSBURGH.		6 09	7 54	9 34			12 49	3 29	4 59			8 49	10 44	8 04	11 14	2 03	7 19	11 25										
11 AVOCA.		6 15	7 59	9 39			12 53	3 34	5 04			8 53	10 49	8 09	11 19	2 08	7 24	11 29										
13 MOOSIC.		6 19	8 03	9 43			12 57	3 38	5 08			8 57	10 53	8 13	11 23	2 12	7 28	11 33										
16 MINOOKA-TAYLOR.		6 26	8 09	9 49			1 03	3 44	5 14			9 03	10 59	8 19	11 29	2 18	7 34	11 39										
18 SOUTH SCRANTON.		6 29	8 13	9 52			1 06	3 47	5 17			9 07	11 02	8 22	11 32	2 21	7 37	11 43										
19 SCRANTON.		Ar.	6 35	8 20	10 00		1 14	3 55	5 25			9 15	11 09	8 30	11 40	2 28	7 45	11 50										
19 SCRANTON.		Lv.	6 45	8 25	10 05	11 45		1 19	4 05	5 30	6 15	9 20	11 15	8 35	11 45	2 33	7 50	11 55										
21 GREEN RIDGE.		6 49	8 29	10 09	11 49		1 23	4 10	5 35	6 20	9 25	11 20		8 39	11 49	2 37	7 55	12 00										
21 PROVIDENCE.		6 52	8 32	10 12	11 52		1 26	4 13	5 38	6 24	9 29	11 24		8 42	11 52	2 40	8 03	12 04										
23 DICKSON.		6 56	8 36	10 16	11 56		1 30	4 18	5 45	6 30	9 34	11 29		8 46	11 56	2 44	8 08	12 10										
25 OLYPHANT.		7 01	8 40	10 21	12 01		1 35	4 23	5 50	6 35	9 38	11 35		8 51	12 01	2 49	8 08	12 15										
26 JESSUP-PECKVILLE.		7 05	8 44	10 25	12 05		1 40	4 28	5 55	6 40	9 42	11 40		8 55	12 05	2 53	8 13	12 20										
28 WINTON.		7 08	8 47		x		1 43		5 58		9 45			8 58	12 08		8 16	12 23										
29 ARCHBALD.		7 12	8 51	10 32	12 12		1 47	4 35	6 01	6 46	9 48	11 46		9 02	12 11	3 01	8 20	12 26										
31 JERMYN.		7 17	8 56	10 37	12 17		1 52	4 41	6 06	6 51	9 52	11 51		9 07	12 16	3 06	8 26	12 31										
32 MAYFIELD.		7 21	8 59	10 40	12 20		1 55	4 44	6 09	6 54	9 55	11 54		9 10	12 19	3 09	8 30	12 34										
35 CARBONDALE.		Ar.	7 28	9 05	10 45	12 25	2 00	4 50	6 15	7 00	10 00	11 59		9 15	12 25	3 15	8 35	12 40										
35 CARBONDALE.		Lv.	7 35			12 30		4 55																				
41 FOREST CITY.		8 00				12 44		5 09																				
47 UNIONDALE.		8 05				12 55		5 20																				
49 HERRICK CENTRE.		8 11				12 59		5 25																				
52 BURNWOOD.		8 18				1 05		5 31																				
55 ARARAT.		8 27				1 12		5 38																				
60 THOMPSON.		8 36				1 21		5 47																				
64 STARRUCCA.		8 46				1 29		5 56																				
69 STEVENS POINT.		8 51				1 38		6 06																				
70 BRANDT.						1 42		6 10																				
71 JEFFERSON JUNCTION. LANESBORO JUNCTION.						1 50																						
72 LANESBORO.		8 57						6 16																				
COLUMBIA GROVE.		9 05						6 24																				
81 WINDSOR.		9 14						6 32																				
84 EAST WINDSOR.		9 21						6 39																				
89 CENTRE VILLAGE.		9 31						6 49																				
93 NINEVEH.		9 40						7 00																				
117 BINGHAMTON.		Ar.	10 40					8 40																				
130 ONEONTA.		11 00						8 25																				
COOPERSTOWN.																												
212 ALBANY.		1 50						11 00																				
220 TROY.		2 13						11 28																				
SCHENECTADY.																												
SARATOGA SPRINGS.		6 00						1 00																				
RUTLAND.		8 10																										
MONTREAL (G. T. RY.).								7 29																				
BOSTON (B. & M.).		9 05																										
BOSTON (B. & A.).		Ar.	8 35	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	5 30	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
Light faced figures denote A. M. time. Dark faced figures denote P. M. time. † Except Saturdays. ‡ Except Sunday.																												
b Except Mondays. c Stops to pick up passengers. d Stops to pick up passengers weekdays only.																												
f Stop on signal only. h Sundays 9.00 P. M. k Saturdays only. r Saturdays 1.30 P. M.																												
s Sundays 2.00 P. M. w Sundays 12.24 P. M. x Stop on signal Saturdays only. z Saturdays only.																												

Light faced figures denote A. M. time.  
Dark faced figures denote P. M. time.  
† Except Saturdays.  
‡ Except Sunday.

b Except Mondays.  
c Stops to pick up passengers.  
d Stops to pick up passengers weekdays only.

f Stop on signal only.  
h Sundays 9.00 P. M.  
k Sundays only.  
r Saturdays 1.30 P. M.

s Sundays 2.00 P. M.  
w Sundays 12.24 P. M.  
x Stop on signal Saturdays only.  
z Saturdays only.

*The Delaware and Hudson Railroad Corporation / Pennsylvania Division / Time Table No. 33 / Effective Sunday, Sept. 25th, 1938 at 12:01 A.M. . . For the Government of Employees Only, p. 19:*

From **D&H Time Table No. 33, Effective Sunday, September 25, 1938, at 12:01 A.M.**, we learn the following interesting facts and rules:

- The superintendent of the Pennsylvania Division in 1938 was C. A. Morgan, Carbondale; the Assistant General Manager was H. F. Burch, Albany, NY.
- In Carbondale: standard clocks were located at the Dispatcher's Office, the Yard Master's Office on Dundaff Street, and at the Engine House; bulletin boards were located at Baggage Room, Dispatcher's Office, Engine House, Dundaff Street, and the General Yard Office
- the General Yard Office was the Register Station for all northward inbound freight trains.
- Northward trains are superior to southward trains of the same class unless otherwise specified
- Engines on freight trains of 25 cars or more must be detached before taking coal or water.
- Trains on any track must not pass a passenger train which is standing at a station receiving or discharging passengers.
- Conductors are required to see that their trains do not stand on Street or Public Highway Crossings for more than five (5) Minutes at a time nor in excess of such time as may be specified in State Laws or Local Ordinances of the cities or villages. Before a movement is made to re-couple cars one of the crew will take a proper position at each crossing as couplings are being made to give signals and prevent accident.
- Trains on the Jefferson Division and at South Lanesboro, and Lanesboro pusher siding crossovers must not crossover or obstruct the other tracks without permission.
- Red flag by day or red light by night. Stop to receive "31" Order.
- Yellow flag by day or yellow light by night. Proceed with caution prepared to receive "19" Order.
- Green flag by day or green light by night. Proceed, no orders.
- Unless otherwise provided, Track 4 from Facing Point Crossovers at Valley Jct., to Olyphant Breaker light yard lead switch, will be used for storage purposes only.
- Unless otherwise provided, Track No. 4 from Gravity Slope Crossovers to Gravity Slope Breaker lead switch will be used for storage purposes only.

**--The Company surgeons:**

Dr. L.C. Mundy, 391 Scott Street, Wilkes-Barre, Pa. City of Wilkes-Barre and Plymouth District.

Dr. S. S. Watson, Moosic, Pa. From Parsons to South Scranton, inclusive.

Dr. Alexander Shellman, 67 Main St., Blakely, Pa. Scranton to Mayfield inclusive.

Dr. W. J. Lowry, 24 Copeland Ave., Carbondale, Pa., Carbondale and to Jefferson Jct.

Dr. John S. Niles, North Main St., Carbondale, Pa.

Dr. A. Morton Torrance, Harpursville, N. Y. Nineveh to Windsor inclusive

Dr. W. J. Condon, Susquehanna, Pa., State Line to Starrucca inclusive.



1938

*The Delaware and Hudson Railroad Corporation / Pennsylvania Division / Time Table No. 33 / Effective Sunday, Sept. 25th, 1938 at 12:01 A.M. . . For the Government of Employees Only, p. 6:*

## Carbondale to Nineveh:

Distances from Wilkes-Barre, Car capacity of passing sidings, Telegraph signals:

6 CARBONDALE TO NINEVEH				
STATIONS	NORTHWARD			
	Distance from Wilkes-Barre	Car capacity of passing sidings	Telegraph Signals	
CARBONDALE .....	34.26			
D. F. TOWER .....	34.42			
W. C. TOWER.....D-N	36.14		WC	
FOREST CITY.....D-N	40.88	70	FC	
UNIONDALE .....	46.10	79	UD	
HERRICK CENTRE.....	47.89			
B. S. TOWER .....	49.71			
BURNWOOD .....	51.32			
C. K. CROSSOVER.....	51.92			
SINK HOLE.....	53.18			
Y. D. TOWER.....D-N	54.36		YD	
ARARAT.....	54.61	99		
THOMPSON .....	59.37		ON	
STARRUCCA.....D-N	63.15		KA	
M. R. TOWER .....	66.64			
STEVENS POINT .....	68.27			
BRANDT .....	69.43			
JEFFERSON JCT. ....D-N	70.11		JN	
HANRAHANS.....				
LANESBORO JCT.....D-N			JA	
LANESBORO.....	72.27			
STATE LINE CABIN .....	75.46			
DOUBLE TRACK ENDS				
TUSCARORA CABIN .....	79.14			
DOUBLE TRACK BEGINS				
WINDSOR.....T	80.91		WD	
NORTH END CABIN .....	82.00			
EAST WINDSOR CABIN.....	84.99			
DOUBLE TRACK ENDS				
DORAVILLE CABIN .....	88.03			
DOUBLE TRACK BEGINS				
SOUTH NINEVEH .....	91.00			
NINEVEH .....	92.76			

## Nineveh to Carbondale:

Distance from Albany, Car capacity of passing sidings

NINEVEH TO CARBONDALE 7				
STATIONS	SOUTHWARD			
	Distance from Albany	Car capacity of passing sidings		
NINEVEH .....	118.81			
SOUTH NINEVEH .....	120.57			
DORAVILLE CABIN .....	123.54			
DOUBLE TRACK ENDS				
EAST WINDSOR CABIN .....	126.58			
DOUBLE TRACK BEGINS				
NORTH END CABIN .....	129.57			
WINDSOR ..... T	130.66			
TUSCARORA CABIN .....	132.43			
DOUBLE TRACK ENDS				
STATE LINE CABIN .....	136.11			
DOUBLE TRACK BEGINS				
LANESBORO .....	139.30			
LANESBORO JCT ..... D-N				
HANRAHANS .....		70		
JEFFERSON JCT ..... D-N	141.46			
BRANDT .....	142.14			
STEVENS POINT .....	143.30			
M. R. TOWER .....	144.93			
STARRUCCA ..... D-N	148.42			
THOMPSON ..... D-N	152.20			
ARARAT .....	156.96			
Y. D. TOWER ..... D-N	157.21			
SINK HOLE .....	158.39	85		
C. K. CROSSOVER .....	159.65			
BURNWOOD .....	160.25			
B. S. TOWER ..... D-N	161.86			
HERRICK CENTRE .....	163.68			
UNIONDALE ..... D-N	165.47			
FOREST CITY ..... D-N	170.69			
W. C. TOWER ..... D-N	175.43			
D. F. TOWER .....	177.15			
CARBONDALE .....	177.31			

## Edgerton Branch of the Jefferson Railroad

Built by the Jefferson Railroad Company in 1884 under an agreement with Hosie and Park, dated May 28, 1883, to develop the coal lands of Hosie and Park.

In George H. Minor's **THE ERIE SYSTEM** A STATEMENT OF VARIOUS FACTS RELATING TO THE ORGANIZATION AND CORPORATE HISTORY OF THE VARIOUS COMPANIES WHICH EITHER DIRECTLY OR INDIRECTLY ARE NOW OR HAVE HERETOFORE BEEN OWNED, LEASED, OPERATED OR CONTROLLED BY ERIE RAILROAD COMPANY AND ITS PREDECESSOR COMPANIES. (*Second Edition*, 1936. COMPILED 1911 AND REVISED 1936 BY GEORGE H. MINOR VICE PRESIDENT AND SECRETARY ERIE RAILROAD COMPANY), we read:

"Under the authority given The Jefferson Railroad Company to build branches, a branch was built to develop the coal lands of Hosie and Park under an agreement with them dated May 28, 1883 [emphasis added]--portions of the right of way being granted by the Delaware & Hudson Canal Company and by the Northern Coal and Iron Company (see agreements dated April 1, 1884). This branch extended from a point on the Delaware & Hudson Canal Company's Railroad about two miles south of Carbondale to the Edgerton Coal Mines, about 2½ miles. It was known as the Edgerton Branch of the Jefferson Railroad [emphasis added], but did not touch that road. It was built in 1884 upon a right of way conveyed to The Jefferson Railroad Company. The track upon all but about 3000 feet next to the Delaware and Hudson Junction was removed many years ago."

This Edgerton lease agreement is one of three Jefferson Railroad Company\* lease agreements described by Minor. Those three leases are on:

1. the rail line from Hawley to Honesdale
2. the rail line between Carbondale and Susquehanna Depot
3. the Edgerton Branch of the Jefferson Railroad

\*"**THE JEFFERSON RAILROAD COMPANY** / Principal Office, Dunmore, Pa. / Operated by the Erie Railroad Company. / Controlled by Erie Railroad Company through ownership of nearly all the capital stock.

"Lease for the term of lessor's corporate existence and any extensions thereof, dated January 1, 1869, to Erie Railway Company, [emphasis added] covers the line from Hawley, Pa., to Honesdale, Pa., then [1869] constructed, subject to a mortgage dated July 1, 1867, for \$204,000, and a second mortgage, dated January 1, 1869, for \$96,000; also [emphasis added] the line between Carbondale, Pa., and a junction with the Erie Railway at Susquehanna Depot, Pa., about to be constructed, subject to a mortgage dated January 1, 1869, for \$2,000,000. Lessee

agrees to pay interest and principal of the above bonds, which are a lien thereon, as rental for the portion between Honesdale and Hawley. . . The Lessee agrees to pay as rental for the line between Carbondale and Susquehanna Depot 25% of the gross annual receipts with a guarantee that the revenue derived by The Jefferson Railroad Company shall always be sufficient to pay the interest on said mortgage of \$2,800,000, &c.; all payments for interest on the mortgaged debt are to be charged against and deducted from the rent payable under this lease and for any excess payments above the rent, the Lessee shall be a creditor of the Lessor and entitled to interest on any balance due on the settlement of accounts which shall be made annually, and carry interest. Lessee agrees to operate the railroad with due diligence, to pay the taxes and to maintain the property in good order and repair. . . / This road extends from Lanesboro, Pa., to Carbondale, Pa. (west end of the Delaware and Hudson yard), a distance of 36.635 miles, and trains run thence over Delaware and Hudson tracks to the Carbondale Station (Jefferson Branch), and from Hawley, Pa., to Honesdale, Pa., a distance of 9.316 miles (Honesdale Branch). / . Under the authority given The Jefferson Railroad Company to build branches, a branch was built to develop the coal lands of Hosie and Park under an agreement with them dated May 28, 1883—[emphasis added] portions of the right of way being granted by the Delaware & Hudson Canal Company and by the Northern Coal and Iron Company (see agreements dated April 1, 1884). This branch extended from a point on the Delaware & Hudson Canal Company's Railroad about two miles south of Carbondale to the Edgerton Coal Mines, about 2½ miles. It was known as the Edgerton Branch of the Jefferson Railroad [emphasis added], but did not touch that road. It was built in 1884 upon a right of way conveyed to The Jefferson Railroad Company. The track upon all but about 3000 feet next to the Delaware and Hudson Junction was removed many years ago."

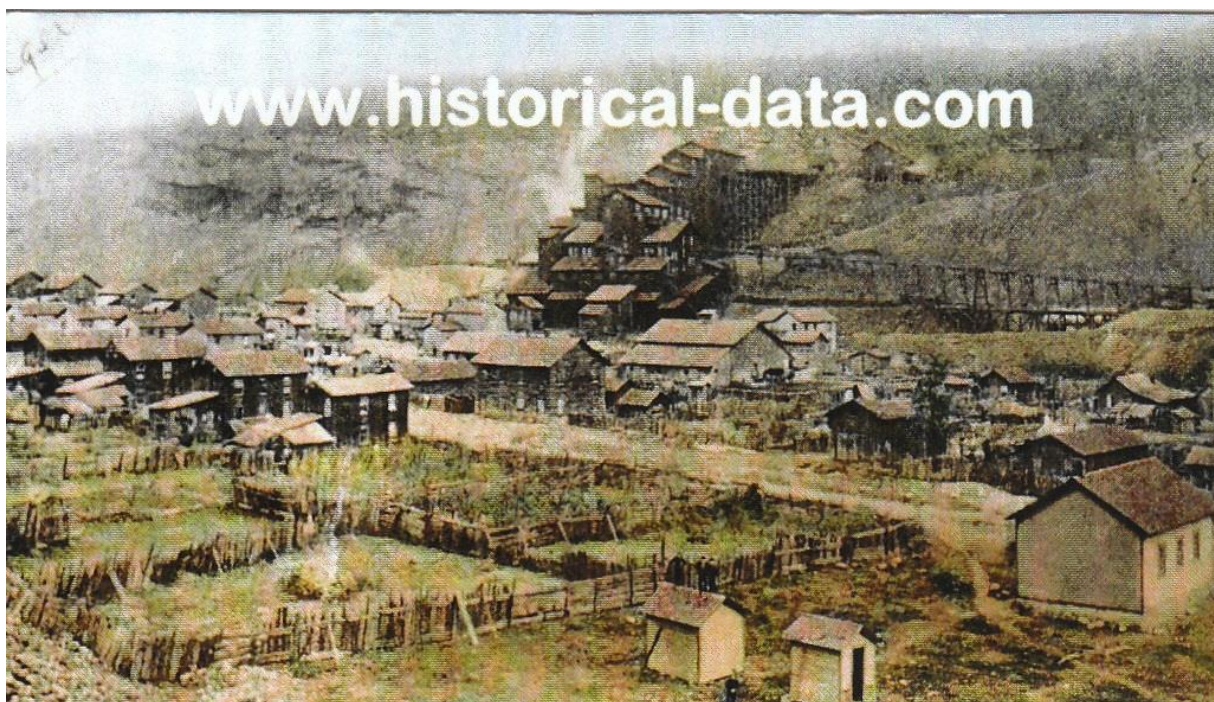
## The Village of Edgerton

Here is the only photograph of the village of Edgerton and the coal operations there that is known to exist:



Dale E. Keklock, Archbald, has a special interest in Edgerton, and has had colorized the photograph shown above of Edgerton. This colorized photograph is now serving as Dale Keklock's business card, which is shown below.





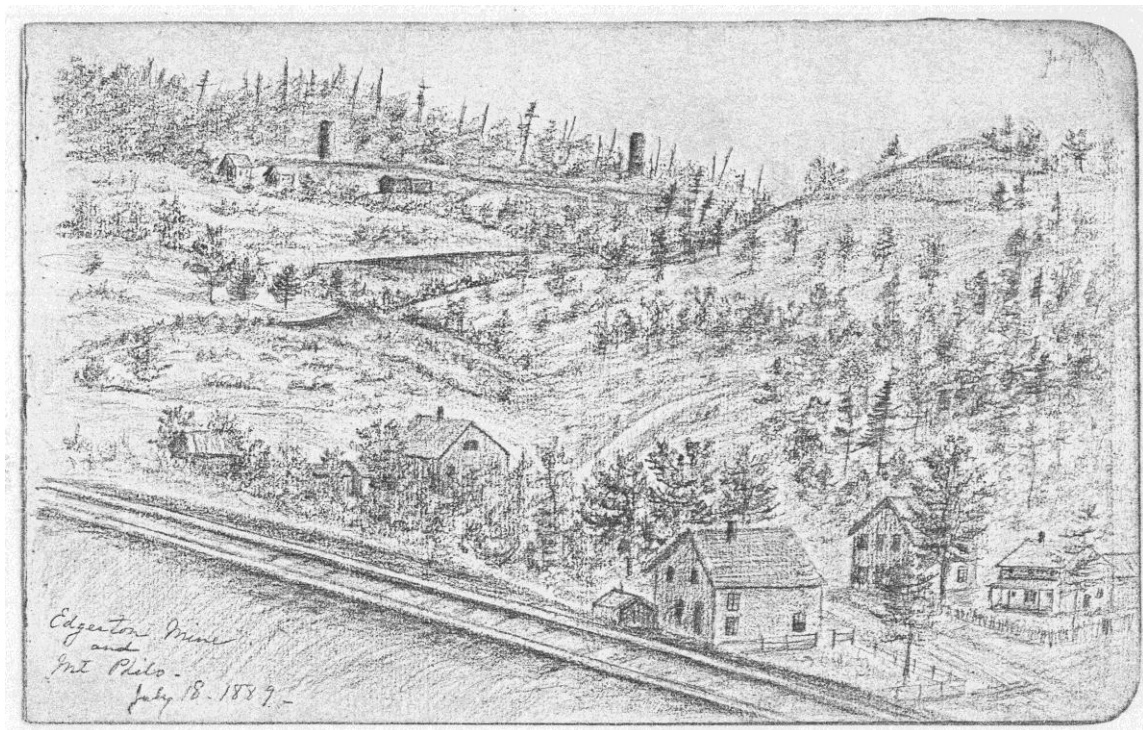
In the collection of the Carbondale Historical Society is an undated clipping from a Scranton newspaper about the village of Edgerton. Here is the text on that newspaper clipping:

**"Edgerton, Formerly Prosperous Mining Town In Midvalley, No longer Exists /** Memories of old-timers will undoubtedly be stirred by this picture of the old Edgerton, a mine settlement east of Mayfield, which developed along the same pattern as early boom towns in the west and which, like many of those same boom communities, became a ghost town when the mineral under the earth's surface was exhausted. In the west it was gold that brought boom towns: in Edgerton it was coal—a rich vein that ran from eighteen to twenty feet in thickness with an outcropping in the forest land, which became the site of the bustling, thriving town of Edgerton back in the [18]80s. Here and there a part of stone foundations alone mark the site of Edgerton today. / Edgerton was developed by Simpson & Watkins, largest independent operators of the anthracite industry, with mines in Lackawanna and Luzerne counties. One of its operations was the Devil's Eyebrow mine, southeast of the Hudson Coal Company's Powderly colliery, Carbondale. From the Devil's Eyebrow the Clark vein extended for miles in the southeast where it cropped to the surface. Engineers determined the depth of the vein at from eighteen to twenty feet, making it one of the largest in this part of the anthracite field. Engineers also reported that in the area where the vein extended to the surface the coal extended back for some distance. Simpson & Watkins had a slope built into the vein and erected a breaker in about 1883 or 1884. When the slope and breaker were opened, buildings which had been built in a great hurry housed somewhere [sic] between 200 and 300 families, all dependent on the Edgerton slope and

breaker for a living. / A store was opened, a schoolhouse built, taverns were erected in a hurry and Edgerton stepped out as one of the liveliest and most prosperous communities in the hard coal belt. / When the Clark vein was mined out, operations ceased and people began moving to other parts of the county. In 1904, when the breaker was torn down by the Temple Coal Company, successor to Simpson & Watkins, Edgerton was a deserted village with houses crumbling. / For some years only the huge culm pile remained to mark it as the site of a mining town, and in 1921 even this landmark disappeared through the sale of culm. / The picture produced by *The Times* today was loaned by Norman R. Brown, vice president of the Edison Coal Company and secretary-treasurer of the Temple Coal Company, now a holding company which has leased out its coal tracts to independents. Mr. Brown is the only present employee of the Temple company who was with it at the time of its organization."

The superintendents and mine foreman at the Edgerton Mines were James Crawford, his nephew Frank Hemelright, John Marian, and Heck Swick. Joseph Krenitsky, former Jermyn city councilman, is regarded by most as the leading authority on Edgerton.

Shown below is a pencil sketch titled "Edgerton Mine and Mt. Philo – July 18, 1889" from the M. B. Ricker sketch book titled "Carbondale Sketches – Summer of 1889 M. B. Ricker," in the collection of the Russell Homestead, Carbondale.



Mount Philo? Was this mountain nicknamed Mount Philo because Philo Lee's sawmill was in the vicinity (two miles below Carbondale)? Here is a note from the March 10, 1885 issue, p. 1, of the *Carbondale Leader*: "A mammoth log cut from a hard maple tree near Forest City, was hauled through town yesterday on the way to the saw mill of Philo Lee two miles below. It measured at the large end 38 inches and at the small end 33 inches, and was 18 feet long. It weighed on Henry Watts' scales over three and a half tons."

**Notes taken by the author at Joseph Krenitsky's talk on Edgerton on November 17, 2010:**

On November 17, 2010, Joseph "Pepper" Krenitsky gave a talk on Edgerton at the meeting of the Genealogical Research Society of Northeastern Pennsylvania in Peckville. He was accompanied by Father John Kowalczyk, pastor of St. Michael's Orthodox church. The present author was the only person present who knew anything at all about the Edgerton family. Pepper gives the dates for Edgerton as 1883-1905; he says that John and Jim Hosie (from Scotland) were the founders of Edgerton, "the blessed town of Edgerton ("what the name means in English"), says Krenitsky. He also reports that 22 people died at work at Edgerton; the breaker at Edgerton was 5-stories high. The Edgerton mine was sold to Simpson and Watkins in 1883, the Temple Iron Company was the successor to Simpson & Watkins; the Edgerton drift was from one to twenty feet thick—it began at the Powderly breaker (the "devil's eyebrow mine") and extended to Edgerton. The Edgerton Reservoir, "the Hosie," once the water supply for Mayfield, dam no longer standing, was built by the Scranton Spring Brook Water Company in 1924. The "Stone House" at Edgerton was the Schust Hotel. The town of Edgerton is located in the third ward of the borough of Archbald. The three streets of Edgerton: A, B, and C. "The Edgerton Coal Co. paid its employees with silver dollars." On March 4, 1894, the son of John Luxmore drowned in the Aylesworth Creek at Edgerton. At the conclusion of the evening, the musical group, Black Sage, gave the world premiere of a song titled *Edgerton*. In October 2010, Mary Perrault, Jermyn resident and retired teacher, led a trek to the site of Edgerton. See "Coal town gone, but not forgotten" by Matthew Buberniak in the November 24, 2010 issue, p. 7 of the *Carbondale News*.

Alexander Chelik says that George Guratosky has photos of Edgerton.

Town of Edgerton, above Jermyn/Aylesworth Dam. Contact person: Mike Gamalia, 59 Upper Powderly Street, Carbondale.



In the course of our research on the Delaware and Hudson Canal Company, we have come upon the following items that relate to Edgerton, and they are presented here, for the record.

**L. Edgerton, Jr., grocer in Carbondale, 1865:**

In 1865, L. Edgerton, Jr. was a grocer in Carbondale. At the time of his father's death in 1889 (see obituary above) he was living in Cortland, NY.

*Carbondale Advance*, September 23, 1865, p. 3”

**L. Edgerton, Jr.**  
**GROCER,**  
**Carbondale, Pa.,**  
Keeps constantly on hand a full assortment of GRO-  
CERIES, PROVISIONS, CROCKERY and  
GLASS-WARE, WOODEN and WILLOW  
WARE, STONEWARE, BRUSHES,  
BROOMS, and everything appertain-  
ing to a first class Grocery  
and Provision Store.

**TAKE NOTICE.**

CANDLES—Mould, Adamantine, Sperm  
COFFEE—Old Government Java, Mocha,  
Rio, Ground, Dandelion.  
CHOCOLATE.  
COCOA.  
“ Homeopathic. BROMA.  
CRACKERS—Boston, Lemon, Water,  
Butter, Soda, Farina,  
Oyster and Sugar.  
EXTRACTS—Vanilla, Lemon, Orange,  
Raspberry, Strawberry,  
Pineapple, Bitter Almond  
FARINA. CORN STARCH.  
MAIZENA. STARCH.  
STARCH WAFERS. MACARONI.  
VERMICELLI. TAPIOCA.  
SAGO. RICE.  
FLOUR—Wheat, choice brands, ground  
expressly for my trade.  
Graham.  
CORN MEAL—White and yellow,  
Wheaten Grits.  
FISH—Mackerel, No. 1,  
“ “ 2,  
“ in kits,  
“ half barrels,  
“ barrels,  
Codfish,  
Dried Herrings,  
Sardines,  
Smoked Halibut,  
“ Salmon.  
MEATS—Beef, Pork, Ham, Shoulders.  
INDIGO.  
MOLASSES—Porto Rico, Stuart's Syrup  
SWEET OIL—French Salad Oils, for  
Table use.  
KEROSENE OIL.  
SALT—Coarse, Common, Fine Table.  
SODA. SALERATUS.  
YEAST POWERS. YEAST CAKES  
SPICES—Black Pepper, Red Pepper,  
Allspice, Cloves, whole and  
ground, Cinnamon, “ “  
“ Nutmegs.

**SUGARS**—Crushed, Granulated, Powdered, Stuart's A and B, Yellow C, Brown.  
**TEAS**—Choice Market Lot, direct from China and Japan Importers.  
**CITRON.**  
**RAISINS**—In whole, half and quarter boxes, Seedless Raisins.  
**DRIED FRUITS**—Apples, Peaches, Prunes, Currants.  
**DRUM FIGS, ALMONDS, PEA NUTS.**  
**BEANS, SPLIT PEAS,**  
**POTATOES, ONIONS.**  
**TOBACCO, SNUFF, PIPES.**  
**PICKLES**—English and American, in gall. and  $\frac{1}{2}$  gall. bottles.  
**CHOW-CHOW.**  
**TABLE SAUCES**—"Worcestershire," "London Club," Walnut Ketchup.  
**MUSTARD,** India Soy.  
 " French.  
 " English.  
**BUTTER,**  
**CHEESE**—N. Y. Factory and English Cheshire.  
**E G G S.**  
 Shoe Blacking, Shoe Brushes.  
 Stove Polish, Stove Brushes.  
**BROOMS**—Common, Fancy, Extra, Wisps.  
**DOOR MATS**—Plain and Fancy.  
**TUBS, WASHBOARDS, PAILS,**  
**BUCKETS, WOODEN BOWLS.**  
*Dust Brushes, Feather Dusters, Window Brushes.*  
**MATCHES**—Common and Fancy.  
**CROCKERY WARE, GLASS WARE,**  
**EARTHEN WARE.**  
**LAMPS,**  
 " Chimneys and Wicks,  
**TERMS:**  
**ONE PRICE, AND CASH ALWAYS.**  
**GOODS DELIVERED FREE!**  
**CASH PAID FOR COUNTRY PRODUCE.**  
**L. EGERTON, Jr.**  
 Carbondale, Aug. 1, 1865.



WINE. WINE. WINE.

**WINE.**

**CHOICE and Fine Domestic WINE.**  
Made by Dr. O. W. WIGHT.  
For sale by L. EGERTON, Jr.,  
Carbondale, Sept. 2, 1865. Grocer.

**MOLASSES.**

**PORTO RICO, common and very**  
choice, 92 cents and \$1.12 per Gallon.  
Just in from New York.  
L. EGERTON, Jr., Grocer.  
Carbondale, Sept. 22, 1865.

BARLEY, OATMEAL,  
GRAHAM FLOUR,  
WHITE & YELLOW CORN MEAL,  
WHEATEN GRITS, CORN STARCH,  
FARINA, MAIZENA,  
AND TWELVE VARIETIES OF CRACKERS.  
For sale by  
L. EGERTON, Jr., Grocer.  
Carbondale, Sept. 22, 1865.

**GOLD MEDAL  
SOAP AND SALERATUS!**

FOR SALE BY THE BOX OR BAR.

**L. EGERTON, Jr., Grocer.**

Carbondale, Sept. 22, 1865.

**JAPAN TEAS.**

**THE attention of consumers is invited**  
to the following facts respecting these Teas:

They are young leaves, without coloring matter of any kind, and in precisely the same condition as if prepared for native consumption. They are consequently more wholesome and delicate in flavor than the artificially colored and strong China Teas.

Neither the Chinese nor Japanese color Teas artificially, nor sort them into Gunpowders, Hysons, Skins, &c., for their own use. They do so only when preparing them for other countries.

These Teas are packed in boxes and canisters of extra quality and cost, in order that they may reach here in their original perfect condition.

Do not boil these Teas, but simply draw them with boiling water.

For sale by L. EGERTON, Jr.,  
Carbondale, Sept. 9, 1865. Grocer.

**FLOUR. FLOUR.**  
**TRIUMPHANT.**

**Choice Family Flour,**  
196.

**Ground Expressly**  
FOR

**L. EGERTON, Jr.**

**Every Barrel Warranted.**

Carbondale, Sept. 9, 1865.

**FLOUR. FLOUR.**

Here is L. Egerton's ad in the *Carbondale Advance* of the following week:

*Carbondale Advance*, September 30, 1865, p. 3:

**Watch ! Sir, Watch !**

L. EGERTON, Jr.,  
Has a fine assortment of **TEAS**.

L. EGERTON, Jr.,  
Has a fine assortment of **SUGARS**.

L. EGERTON, Jr.,  
Has a fine assortment of **COFFEES**.

L. EGERTON, Jr.,  
Has a fine assortment of **SPICES**.

L. EGERTON, Jr.,  
Has a fine assortment of **SOAP**.

L. EGERTON, Jr.,  
Has a fine assortment of **CROCKERY**.

L. EGERTON, Jr.,  
Has a fine assortment of **WOODEN WARE**.

L. EGERTON, Jr.,  
Has a fine lot of **PORK**.

L. EGERTON, Jr.,  
Has a fine lot of **BEEF**.

L. EGERTON, Jr.,  
Has a fine lot of **MACKEREL**.

L. EGERTON, Jr.,  
Has a fine lot of **HERRING**.

L. EGERTON, Jr.,  
Has fine **MOLASSES**.

L. EGERTON, Jr.,  
Has fine **GRAHAM FLOUR**.

L. EGERTON, Jr.,  
Has fine **FLOUR**, in  $\frac{1}{4}$  bbl. sacks.

L. EGERTON, Jr.,  
Has fine Canada **OATMEAL**.

L. EGERTON, Jr.,  
Has fine White **CORN MEAL**.

L. EGERTON, Jr.,  
Has fine Yellow **CORN MEAL**.

L. EGERTON, Jr.,  
Has fine **CRACKERS**.

L. EGERTON, Jr.,  
Has fine **CIDER**.

L. EGERTON, Jr.,  
Has fine **VINEGAR**.

L. EGERTON, Jr.,  
Has fine **PICKLES**.

L. EGERTON, Jr.,  
Has very **CHOICE GROCERIES**.

L. EGERTON, Jr.,  
Has very **CHOICE PROVISIONS**.

L. EGERTON, Jr.,  
Delivers Goods **FREE**.

L. EGERTON, Jr.,  
Opens Store at 6 in the morning.

L. EGERTON, Jr.,  
Closes Store at 8 in the evening.

**By the Mark, 12 !**



Another L. Egerton ad in the October 14, 1865 issue of the *Carbondale Advance*:

*Carbondale Advance*, October 14, 1865, p. 3:

TOBACCO TOBACCO TOBACCO  
TOBACCO TOBACCO TOBACCO  
TOBACCO TOBACCO TOBACCO  
TOBACCO TOBACCO TOBACCO

**TOBACCO.**

**A Very Fine Variety.**

**NOTICE THE BRANDS.**

**CHEWING.**

**Fancy** { Anderson's "Solace," 10 cts. per paper.  
Lillenthal's "Young America," 10 cts.  
Goodwin's "Yellow Bank," 10 cts.  
**Papers.** { Ferry & Clark's "William Penn," 10 cts.  
" " "Uliner," 10 cts.

Ferry & Clark's FINE CHEWING, in bulk, at \$1.20 per pound.

Fine "NAVY PLUG," at \$1.20 per plug, or 1a. per piece.

"BLACK SNAKE," at 6 cts. per twist.

**SMOKING.**

The "GREAT WESTERN" Long Smoking, in bulk, at 88 cts. per pound.

Lillenthal's Long Smoking, in bulk, at 70 cts. per pound.

I have also a fine assortment of  
**Plain and Fancy**  
**PIPES!**

**L. EGERTON, Jr.,**  
Carbondale, Oct. 14, 1865. **GROCKR.**

**Special Notice.**

**JUST RECEIVED, those very nice**  
**BOND'S CRACKERS!**

**COME and LOOK at the Varieties!**

BOND'S MILK CRACKERS,	28 cts. per lb.
BOND'S WINE CRACKERS,	28 "
BOND'S PICNIC CRACKERS,	28 "
The celebrated BOSTON CRACKERS,	20 "
TITUS' LEMON CRACKERS,	20 "
TITUS' FARINA CRACKERS,	20 "
TITUS' GRAHAM CRACKERS,	18 "
TITUS' OYSTER CRACKERS,	17 "
TITUS' BUTTER CRACKERS,	14 "
TITUS' SODA CRACKERS,	12½ "
PHILADELPHIA GINGER SNAPS,	25 "
WEST'S TRENTON CRACKERS,	15 "

Constantly coming in!  
Constantly going out!!  
Consequently Fresh!!!

**L. EGERTON, Jr., Grocer.**  
Carbondale, Oct. 14, 1865.

**L. Edgerton tea ad, 1865:**

*Carbondale Advance*, October 28, 1865, p. 3:

In November 1865, L. Egerton formed a partnership in the grocery and provision business with Mellen.

*Carbondale Advance*, November 11, 1865, p. 3:

**EGERTON & MELLEN.**

The new Firm of EGERTON & MELLEN, formerly L. EGERTON, JR., will continue the Grocery and Provision Business at the old stand, and with an enlarged Stock and greater assortment will endeavor to supply the wants of their customers at reasonable prices.

It will be unnecessary to add that our facilities for furnishing FLOUR, MEAL AND FEED cannot be surpassed.

**EGERTON & MELLEN.**

*Carbondale, Nov. 10, 1865.*

**SPECIAL NOTICE.**

I would respectfully call the attention of my patrons, and the public generally, to the style of our new firm, and take this opportunity of expressing my thanks for the liberal patronage given me heretofore. I can safely promise that EGERTON & MELLEN will use their best efforts to furnish this market with everything in the line of their trade, and will spare no pains to accomodate their dealers.

**L. EGERTON, Jr**

**Carbondale, Nov. 10, 1865.**



**Edgerton & Mellen ad, 1865:**

*Carbondale Advance*, November 18, 1865, p. 3:

**E. & M.**

---

**EGERTON & MELLEN.**

---

**Just Returned**

**FROM**

**New York**

**WITH A**



**FRESH SUPPLY**

**AND**

**Still More Complete Stock**

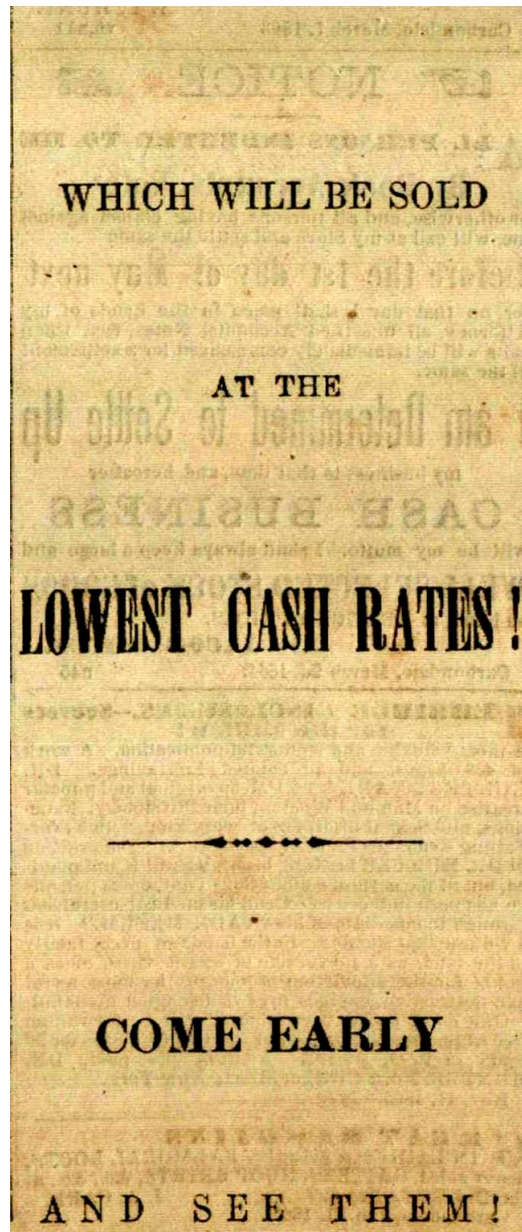
**OF**

**LIFE'S**

**NECESSARIES**

**AND**

**Life's Luxuries**



How long this partnership lasted is not known. It appears that the partnership was dissolved after 1865. In 1869, Mr. Egerton (presumably L. Egerton) was the proprietor of The Scranton China and Japan Tea Store in Scranton.

**Mr. Edgerton moved his Tea Emporium in Scranton to 503 Lackawanna Avenue, 1869:**

**"The Scranton China and Japan Tea Store.** / Mr. Edgerton, as will be seen by advertisement, has removed his Tea Emporium in Scranton to No. 503 Lackawanna Avenue, where he will serve his customers to their satisfaction with Teas of any kind, embracing some of the finest ever introduced in the county. / Mr. Edgerton, from his residence of several years in the oriental Tea growing countries of the East, has peculiar advantages in that line of trade, of which his customers get the benefit." (*Carbondale Advance*, January 2, 1869, p. 3)

**L. Egerton and family tour the Great Lakes, 1881:**

**"The tour of the Lakes.** / L. Egerton, of the D. & H. office in this city, and family, propose to make the very interesting trip by steamer through our great lakes this season, from Buffalo to Duluth. This will take them from Buffalo on the extreme Eastern point of Lake Erie through that lake and Lakes St. Clair, Huron, and Superior, to Duluth, on the extreme Western point of Superior. They will also view the celebrated fishing grounds of mackinaw, at the outlet of Lake Michigan. The trip cannot fail to be one of rare and romantic interest." (*Carbondale Advance*, July 23, 1881, p. 3)

**L. Egerton resigns as D&H local Passenger and Freight Agent after 25 years of service, 1885:**

**"Resignation of Mr. L. Egerton.** / Mr. L. Egerton, for more than a quarter of a century the Local Passenger and Freight Agent of the Delaware and Hudson Canal Company in this city, has resigned his position, owing to advancing years and poor health. The resignation took effect January 1<sup>st</sup>. Mr. Egerton has been a most faithful and efficient official, and every one will regret that his health will not permit of his further active service in the responsible position which he has so long filled with honor to the Company and credit to himself. He is succeeded by Mr. E. A. Wheeler, who has for several years past been his first assistant in the office, and who is a young man of irreproachable character, sterling worth and fine abilities. The Company has made a wise choice in the selection of Mr. Wheeler to fill the important position, as his long experience in the office eminently fits him for the place." (*Carbondale Advance*, January 24, 1885, p. 3)

**Death of Mrs. L. Egerton, 1886:**

Her husband, Lebbeus Egerton (from Randolph, VT), was appointed Paymaster of the Delaware and Hudson Canal Company in about 1856.

**"Death of Mrs. L. Egerton.** / Mrs. Jane Egerton, beloved wife of Lebbeus Egerton, peacefully passed from this life on Wednesday morning, at 6.30 o'clock, aged 74 years. / Mrs. Egerton, whose maiden name was Baldwyn, was married to Mr. L. Egerton of Randolph, Vt. at St. John's, C. E., on January 7th, 1836, by Rev. W. D. Baldwyn, father of the bride and rector of the Episcopal church of that city. With her husband, she took up residence at Randolph, where they remained for several years. They afterwards moved to Troy, N. Y., where he was engaged for several years in business. About 1856, Mr. Egerton was appointed Paymaster of the Delaware and Hudson Canal Company, and they moved to Carbondale with their family [emphasis added], where she has since resided. / Her death has touched with grief the hearts of many beyond the family circle of the family that loved her so well. Hers was a cheerful, hopeful Christian character; she lived in unselfish devotion to the interests of relatives and friends. Her obligations to the church were not neglected or forgotten, and there her matronly and pious example will be missed. May the God of peace and love give the fullest consolation to those who mourn." (*The Journal*, April 15, 1886, p. 3)

**Mrs. Egerton, who maiden name was Baldwyn, was born in Eastbourne, Sussex, England:**

**"The Late Mrs. Egerton.** / Mrs. Jane Baldwyn Egerton, wife of Lebbeus Egerton, departed this life in this city on the morning of the 14<sup>th</sup> instant. Her illness had been long-continued, and her sufferings were at times excruciating but she bore up under them with true Christian resignation, and when the time came for her departure she met the 'King of Terrors' with a joyful hope of a future resurrection. The deceased had been, with her husband and family, a resident of this city for thirty years, and in the circle of her acquaintance she was universally beloved. A woman of the most refined instincts, well educated, and of a tender and affectionate disposition,--religiously inclined from her very youth, and punctilious in the discharge of every known duty, she exerted a happy and refining influence on all with whom she associated,--in society and in the church. Her wifely, motherly and Christian character was preeminent. / Her death will be mourned in the society in which she moved, and in church circles, but most of all in the family where her virtues were so fully known and appreciated. That she was spared so long,--attaining the ripe age of seventy-four years, and that her life was so filled up with all that could adorn humanity, will ever be a source of satisfaction to the bereaved ones. / Mrs. Egerton was a native of Eastbourne, Sussex, England, and came to St. John's, C. E. with her father, Rev. W. D. Baldwyn (who was a graduate of Corpus Christi College, Oxford) while she was yet an infant. Her marriage, at which her father, then rector of the parish at St. John's officiated, took place in 1836. On the seventh of January last the fiftieth anniversary of the wedding was celebrated, and on that occasion many kindly testimonials of the respect and esteem borne toward the long time husband and wife by their neighbors and friends were given. / The funeral services were attended on Friday afternoon. Rev. W. H. Platt, rector of Trinity parish, officiating. Loving hearts and tender hands laid the remains carefully in the family burial plot in Maplewood cemetery, there to slumber until the resurrection morn / 'Is that a deathbed where the Christian dies. / Nay! 'tis death itself there dies!' " (*Carbondale Leader*, April 20, 1886, p.4)

### **Simpson & Watkins and the Edgerton Colliery, 1886:**

“Simpson & Watkins attend to the local interests of the Grassey Island, Edgerton and North-West collieries. The first of these is located at Peckville, some eight miles north of Scranton on the Delaware and Hudson Railroad; it has an output of 800 tons of anthracite per day. The vein is twelve feet in thickness, and 400 men are employed.” (From the New York *Coal Trade Journal*, as reported in the *Carbondale Leader*, August 24, 1886, p. 4)

### **Edgerton Tunnel, 1887:**

*Reports of the Inspectors of Mines*, 1887, p. 7: Edgerton Tunnel, Archbald Borough, Lackawanna County, 160,547 total production in tons of coal; 279 persons employed; 31 horses and mules.

### **Edgerton Colliery, Edgerton Coal Company, 1887:**

*Reports of the Inspectors of Mines*, 1887, p. 19: November 30, Jake Moon, age 18, employed at the Edgerton Colliery, Edgerton Coal Co., Limited, in Archbald borough, Lackawanna County, was in a non-fatal accident (leg fractured; caught between mine cars).

### **Death of Lebbeus Egerton, 1889:**

He was named after his father, who was the governor of Vermont. In 1856, he came to Carbondale to accept the position as Paymaster of the Delaware and Hudson Canal Company, which position he held for 13 years. He then became Freight and Passenger Agent for the Pennsylvania Division of the D&H, a position from which he retired on December 31, 1884.

**"DEATH OF L. EGERTON. / One of the Most Prominent Men of the City and Valley—His Life.** / Lebbeus Egerton, whose life had hung on the brink of death for several days, passed away at twenty-five minutes past eleven last Tuesday in the presence of his immediate relatives and the family physician. It is but a week or so since Mr. Egerton was seen on the streets and it seems hardly possible that he has gone forever. / The immediate cause of his death was heart failure. The vitality of a long and active life had spent itself, and on Thursday last he was stricken down to his bed. For a time it seemed as if he would not last through the night but he lingered, though it cannot be said that he improved, and his death was not unexpected to the physicians, Drs. Wheeler, of this city, Mayor, of Wilkes-Barre, and Burnett, of Scranton, who did all they could for him, for men of his age seldom recover from such a prostration. / Mr. Egerton had been so prominent in public and social life here that there are few who do not know



him either personally, or at sight, or by reputation. He was born in Randolph, Orange County, Vermont, on March 17, 1812 and was therefore nearly seventy-seven years of age. He was the only child of Lebbeus Egerton, governor of Vermont in the thirties, and a descendant of one of the oldest families of New England. In 1856 he came to Carbondale to accept the position of paymaster of the D. & H. C. Co., the duties of which he discharged so faithfully for thirteen years that at the end of that time he was made Freight and Passenger Agent of the Pennsylvania Division. He was retired from this office with salary until death, by the company, on Dec. 31st, 1884. Since then he has not been idle, and he has held the post of secretary and treasurer of both the Carbondale Gas Co. and the Crystal Lake Water Co. Besides these positions he has always been a prominent and active member of Trinity Episcopal church and for many years a vestryman in the society. / On January 7th, 1836, Mr. Egerton married Miss Jane Baldwyn, of St. Johns, Canada, whose death occurred three years ago. It is said that he never fully recovered from this shock and that was the beginning of the breaking up which culminated last night. Six children were born to them, two sons and four daughters, four of whom are still living—L. Egerton, of Cortland, N. Y.; Mrs. Charles Wilson, of Nebraska City, Neb.; and Misses Kate and Mercy Egerton, of this city." (clipping in the Gritman scrapbook, dated Friday, February 1, 1889)

#### **Edgerton, The Banner Town, 1889:**

**"The Banner Town.** / Probably the banner prohibition town in the state is the little village of Edgerton, near Jermyn. Out of 30 votes cast on Tuesday every one was for the Amendment. Where is there another mining town in the country that will show such unanimity of temperance sentiment?" (clipping in a Gritman scrapbook dated Friday, June 21, 1889, clipping probably from the *Leader*)

#### **Death of Kate Egerton, 1892:**

**"Death of Miss Catharine Egerton.** A telegram received in this city this morning brings the sad intelligence of the death of Miss Catherine E. Egerton which occurred last evening at Elmira, N. Y., to which city the family removed less than a year ago. Miss Egerton had been an invalid for several years, but her death was not expected and was a great shock to her relatives. In this city where the greater portion of her life was spent she had many warm friends who will deeply regret to hear of her sudden death. Notices of the arrangements for funeral will appear tomorrow." (*Carbondale Leader*, Monday, March 7, 1892).

Given immediately below the above clipping in the Gritman scrapbook is a newspaper clipping that reads as follows: "The remains of the late Miss Catharine Egerton will be brought here from Elmira to-morrow, arriving at three o'clock in the afternoon. Interment will take place at Maplewood immediately after the arrival of the train."

Immediately below the clipping given above is one that reads: "Among those from out of town at the funeral of Miss Catharine Egerton on Wednesday were L. Egerton, of New York, a brother of the deceased, William Wilson, of Pottsville, Miss Florence Baldwin, of Elmira, and Mrs. G. L. Dickson, of Scranton."

**The Gaulsch family and Mine Foreman Mooney clash at the Egerton (a.k.a."Last Chance") Mine, 1892:**

**"WAR AT THE 'LAST CHANCE' / The Gaulsch Family Wanted to Kill Mine Foreman Mooney.** / The toughest element in the neighborhood of the Last Chance had a high time yesterday afternoon. Among the men employed at the colliery are August Gaulsch and his son John, a pair of worthies who have figured in a number of local court trials. When this pair looked at the weighmaster's slate yesterday afternoon they immediately began to find fault with the man who marks the weight of each car of coal. / Mine foreman Mooney came along while the dispute was going on and John at once began to abuse the boss and finally threatened to do him up. The foreman gave the young man an invitation to carry out his threats and a slugging match took place then and there. The foreman emerged from the fight without a scratch but John Gaulsch was so badly used up that he did not care to do any more fighting. / While the fight was on, some one informed Mrs. Gaulsch that her son was being pummeled and the woman went to Johnnie's assistance. Stones and fragments of rock are plenty at the colliery and Mrs. Gaulsch proved an expert at stone throwing, her aim being remarkably true and every stone was thrown with all the force she could command. / Mr. Mooney had settled John, and was in a fair way to lay August out when the woman turned her battery on him and he was forced to retreat to cover. The most convenient place offered was the mine and into the opening he fled as fast as his limbs could carry him. The Gaulsch family took up a position at the mouth of the mine and boldly declared that they would kill the boss as soon as he came in sight. Foreman Mooney kept out of sight until nightfall when he made his way to town and procured a warrant for the arrest of the Gaulsch family. / Bright and early this morning Officer Moran put in an appearance at the cluster of houses near the colliery and quietly approached the place that sheltered August Gaulsch for more than a year, only to find the house empty. From one of the neighbors he learned that the family had taken their departure during the night and had gone in the direction of the Northwest. The officer looked about the deserted shanty, examined the wagon tracks and footprints in the soft earth and then proceeded to follow the trail. About seven o'clock he came upon the family as they were placing their furniture in a house near the old tannery. He courteously waited until the household goods were all under cover then he ordered August, John and Mrs. Gaulsch to walk down to Alderman Thompson's office. On their arrival the alderman told them it was a case for the higher courts and they must either give bail or go to jail. / August scoured the town for half an hour and managed to find friends who became surety for his appearance at the next session of the court of quarter sessions." (*Carbondale Leader*, August 24, 1892, p. 4)

**Peter Galligan, who worked at the Edgerton Colliery, was struck and killed by a D&H train, 1892:**

**"KILLED ON THE TRACK. / Peter Galligan Struck by a Passenger Engine Last Night. /** Peter Galligan, employed at the Edgerton colliery was struck by the north bound Delaware & Hudson passenger train last night, and instantly killed. A few moments before the train was due at Mayfield switch, Mr. Galligan came along the track and stopped to talk with an acquaintance. He was on his way home and was in the habit of walking along the railroad track because the distance was shorter and the walking much better than on the wagon road. / His body was brought to this city on a late train and taken to McHale's undertaking rooms on Salem avenue. It was evident from the nature of the wounds that he was struck by the frame of the locomotive as the fatal injuries were confined to his head, the back of the head and right side of his face being crushed, but when prepared for burial by Undertaker McHale there was little to be seen that would indicate the manner by which the unfortunate man met his death. / Mr. Galligan was a veteran of the Civil war having served as a member of Company K, Ninth regiment Pennsylvania volunteers. He is said to have been born in this city. After the war he located in Pittston where he lived with an aunt who is the only known relative in this locality. He was about fifty-five years old and was unmarried. His acquaintances at Edgerton speak in highest terms of him. Notice of funeral will appear tomorrow." (*Carbondale Leader*, September 27, 1892, p. 4)

**L. Egerton died in New York at the age of sixty-one, 1898:**

At one point, he worked in the D&H office in Carbondale. Later he was in the grocery business here. His wife was the daughter of W. W. Bronson of Carbondale.

**"L. Egerton Jr. Passed Away Yesterday in New York—The Remains Brought Here Today.** / Word was received this morning by friends in this city of the sudden death in New York yesterday of Lebbeus Egerton, Jr., formerly a well known resident of Carbondale. Mr. Egerton had been ailing for some months but his demise at this time was not expected and the news will come as a shock to his friends and acquaintances here. / He was born in Troy, N. Y., sixty-one years ago. The family removed to this city when he was nineteen years of age and for a considerable period he resided here, during which he acted as one of the office force for the Delaware & Hudson company and for a time was engaged in mercantile pursuits. / Mr. Egerton was an extensive traveler, having made two trips to China. On the second occasion; he spent two years in the Celestial Kingdom. A lecture on that country delivered by him soon after his return will be remembered with pleasure by many of our older inhabitants. Of late he has represented as traveling agent several of the leading commercial houses of the country. / He is survived by his wife, a daughter of the late W. W. Bronson, of this city, and two sisters, Mrs. Charles Wilson of Nebraska City and Miss Mercy Egerton of Elmira, N. Y. The remains were brought to this city

on the 3 o'clock train this afternoon. They were taken to Maplewood cemetery where, after a short service, they were interred in the Egerton family plot." (clipping in Gritman scrapbook, dated Wednesday, June 1, 1898)

**Thomas Caffery of Edgerton was seriously injured at the Edgerton Colliery, 1899:**

**"A FALL OF COAL. / Completely Covered a Laborer in the Edgerton Mine. /** MAYFIELD, May 17. / Quite a serious accident occurred at the Edgerton colliery yesterday afternoon. Tommy Rotell, an Italian, who is laborer for Thomas Caffery of Edgerton, while loading a car was caught by a fall of top coal. The large mass of coal completely covered him and it required some time to remove it and get him out. He was seriously injured, but that he escaped instant death was remarkable. Dr. Shields attended the injured man, whose face and head were badly cut. It required twenty-five stitches to bring the lacerated parts together. He will probably recover. The car broke the force of the fall and made it possible for him to be carried to his home alive." (*Carbondale Leader*, May 17, 1899, p. 2)

**Mike Callender and John Popovish killed instantly at Last Chance Mine, 1899:**

We know that the mine at Egerton was also called the "Last Chance" from the accident report given below that was published in the *Carbondale Leader* in October 1899:

**"TWO KILLED IN THE MINES. / Workmen Instantly Killed at "Last Chance" Mine Yesterday Morning By Falling Coal. /** Mike Callender and John Papovish were instantly killed at the 'Last Chance' or Edgerton mine yesterday forenoon by a fall of top coal. They fired a shot that dislodged two props leading to the fatal result. / The coal about them started to fall and while endeavoring to save their tools they were caught by the falling top coal which was about ten feet thick. Papovish's body was found at 7 o'clock last night and Callender's body was not recovered until 2 o'clock this morning. The delay in finding the bodies was caused by the top rock continually falling. Papovish leaves a wife. The other man was not married." (*Carbondale Leader*, October 7, 1899, p. 5)

### Death of Sallie Edgerton, 1933:

The earthly remains of Sallie, the wife of Lebbeus Egerton, Jr., are interred in the Bronson plot in Maplewood Cemetery: “Sallie Bronson / Wife of Lebbeus Edgerton Jr. / June 15, 1845. / Jan. 12, 1933.” Here are three photos of the tombstone that were taken by the author on May 9, 2016:



From the Maplewood Cemetery interment records we learn that Sallie Egerton died at the age of 87 in Scranton of stomach cancer on January 12<sup>th</sup> and was buried on January 14, 1933.



**Archbald/Edgerton Branch of the D&H, 1938:**

*The Delaware and Hudson Railroad Corporation / Pennsylvania Division / Time Table No. 33 / Effective Sunday, Sept. 25th, 1938 at 12:01 A.M. . . For the Government of Employees Only, p. 18:*

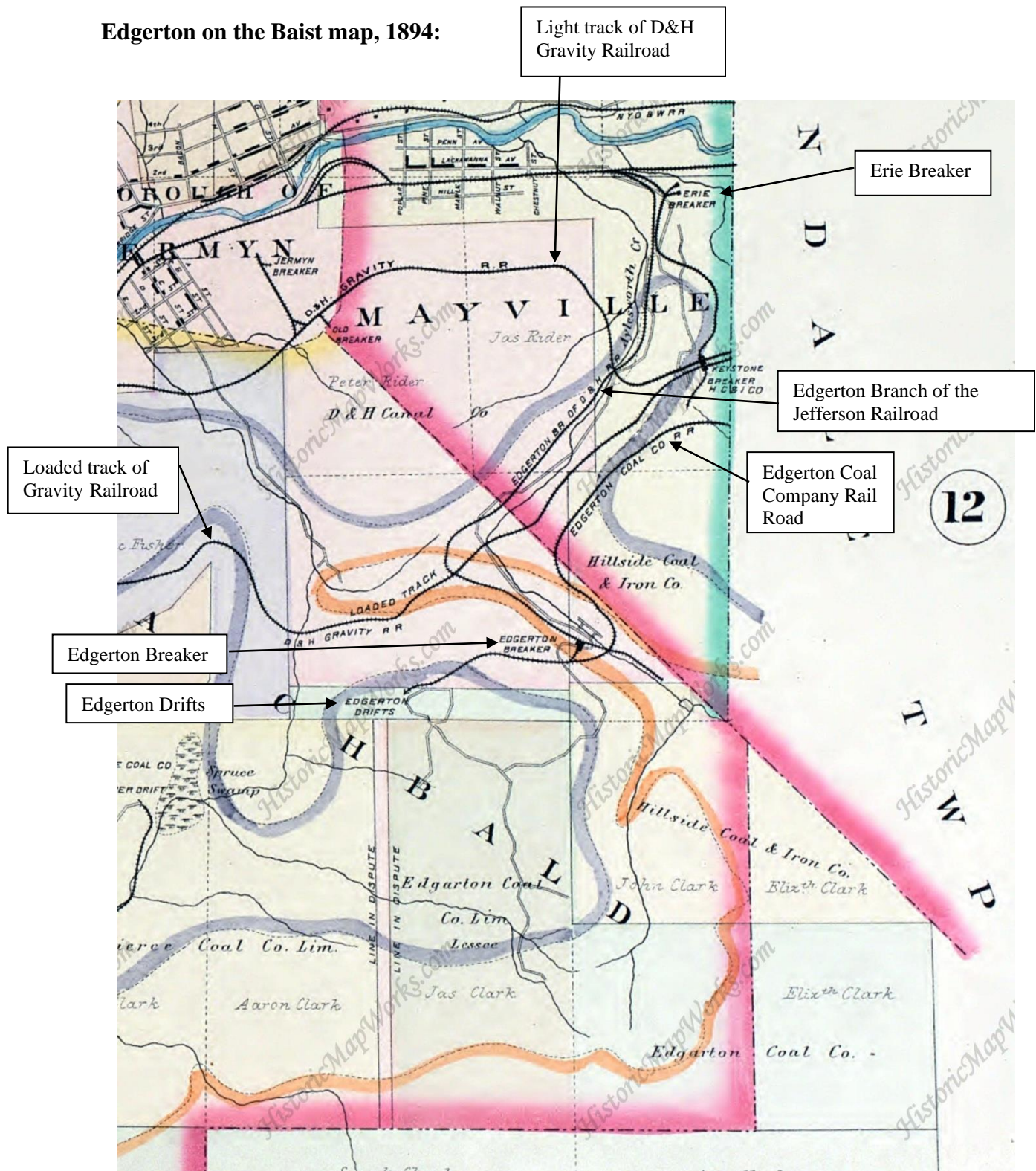
**Archbald Branch**

Trains or engines desiring to use the Edgerton Branch, which ends at a point 1400 feet south of switch on Archbald Branch, will send a man ahead to inspect the track and know that it is safe before passing over it.

**Edgerton, 2013**

See *The Blessed Town of Edgerton 1883-1905* by Joseph Krenitsky; 97 pages.

### Edgerton on the Baist map, 1894:





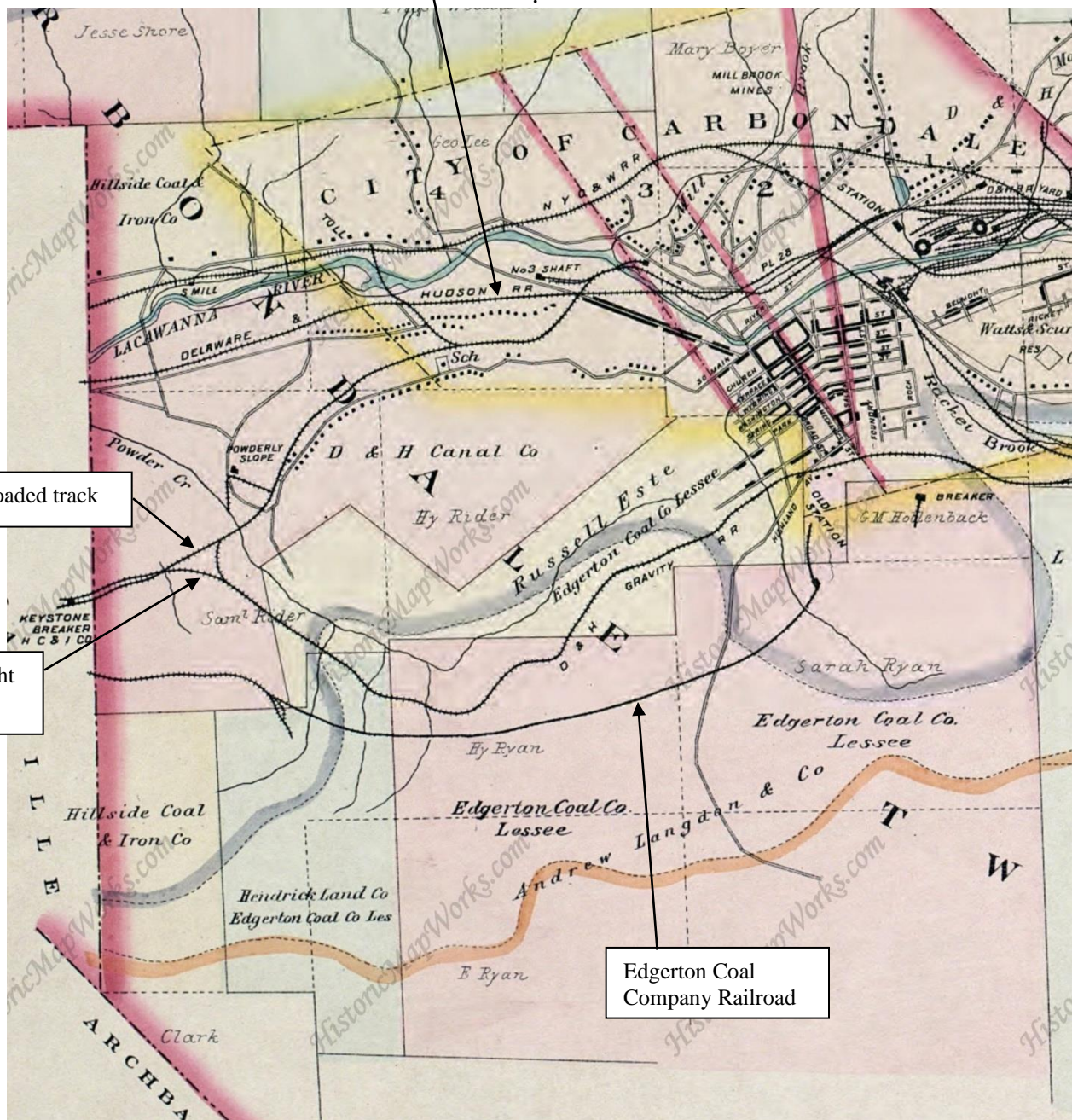
# Edgerton on the Baist map, 1894:

The D&H Valley Road

Gravity loaded track

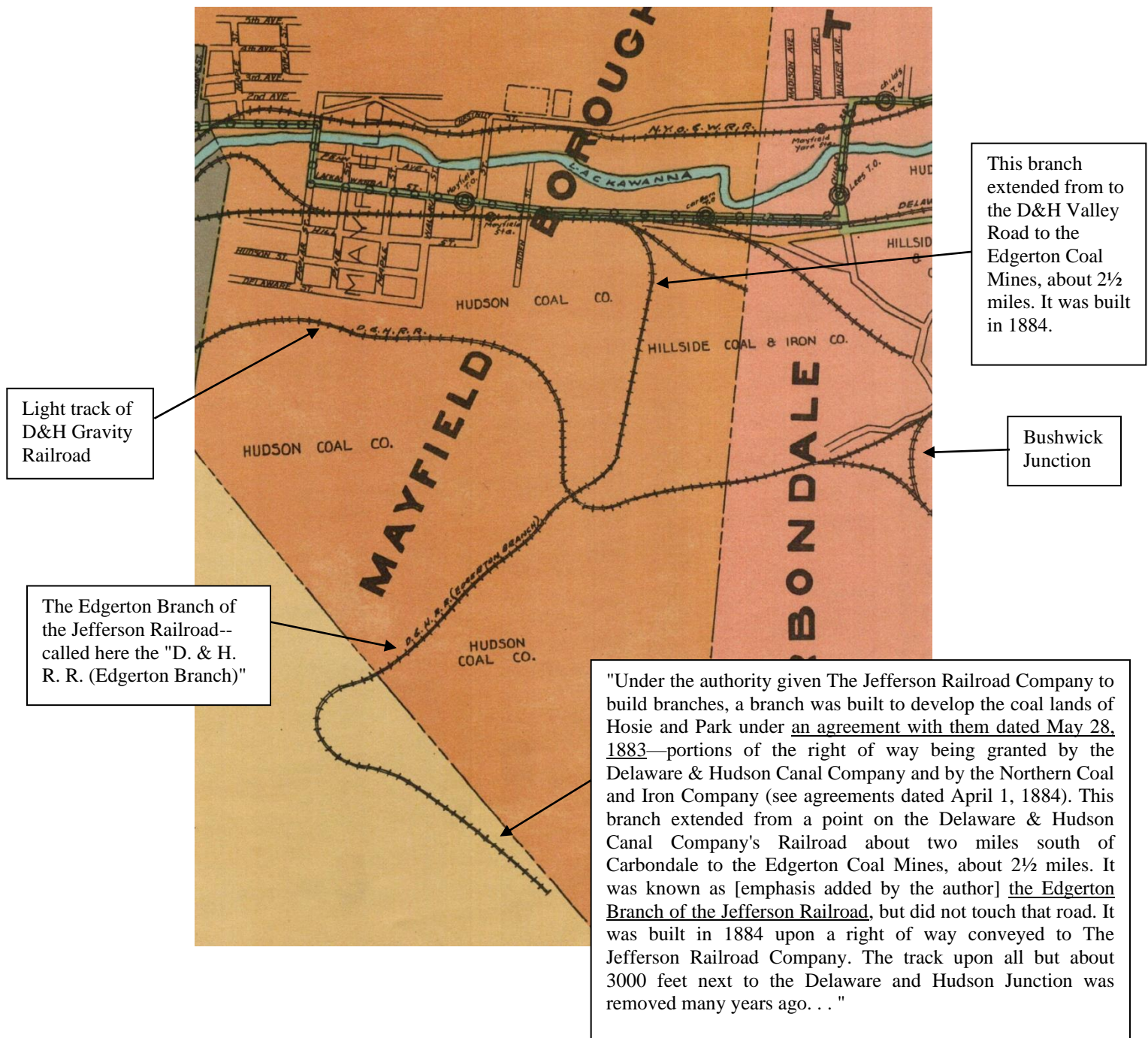
Gravity light track

Edgerton Coal Company Railroad





The Egerton Branch tracks of the D&H are shown on the following detail from the map of the Mayfield area in *Map of Scranton and Adjacent Territory Lackawanna Valley* by Dolph & Stewart, n. d. The Edgerton Branch of the D&H connects with the D&H Valley Road (main line) just south of the Erie Breaker.



**Weekly Newspaper Columns of News and Notes Primarily about the D&H Steam Line (Valley Road) and the Jefferson Branch of the Erie Railroad, February 9, 1883--May 19, 1885**

In Volumes VII, VIII, IX, and X in this series we published the newspaper columns of news and notes exclusively about the Gravity Railroad that were published regularly, but not weekly, in the newspapers published in Carbondale in the period September 15, 1882—October 28, 1892.

Published in those same Carbondale newspapers for the same period are 60 columns of news and notes that are primarily about the D&H steam line (Valley Road) and the Jefferson Branch of the Erie Railroad, but there are also items in these columns about the Gravity Railroad as well as about the Pennsylvania Rail Road Company.

Fourteen of those columns are titled *Railroad Matters*, forty-five are titled *Railroad Notes*, and one is titled *Some Railroad Notes*.

*Railroad Matters*, published in the *Carbondale Leader*, in the period February 9, 1883—September 4, 1883, are all unsigned.

*Railroad Notes*, published in both the *Carbondale Leader* and in three issues of the *Carbondale Advance*, in the period March 22, 1884—September 9, 1892, have many different signatures on them: 32 O. K., Switch Key, Step Link, Cracked Wheel, Ecnrcitec, Cracked Head, C\_\_\_\_D H\_\_\_\_D, P. R. V., New Signals, and E. C. Centric.

*Some Railroad News*, published in the *Carbondale Leader* of November 13, 1890, is about the Gravity Railroad, the D&H steam line (Valley Road), the Jefferson Branch of the Erie Railroad, and the Pennsylvania Rail Road Company.

Presented in this volume, in chronological order, are 30 of those weekly newspaper columns of news and notes that are primarily about the D&H steam line (Valley Road) and the Jefferson Branch of the Erie Railroad. They cover the period February 9, 1883—May 19, 1885.

Presented in Volume XII in this series will be an additional 30 of these weekly newspaper columns of news and notes that are primarily about the D&H steam line (Valley Road) and the Jefferson Branch of the Erie Railroad for the period May 22, 1885—September 9, 1892.

Here then, are the first 30 these columns containing news and notes primarily about the D&H steam line (Valley Road) and the Jefferson Branch of the Erie Railroad, February 9, 1883—May 19, 1885:



## RAILROAD MATTERS

### ITEMS OF INTEREST TO RAILROAD BOYS.

Paymaster Atherton pays the gravity road and shops to-day.

→ An entire new crossing has been put in by the D. & H. Company at the "Lookout."

Miles Biesecker, engineer of the Saratoga express, has so far recovered from his recent illness as to resume his old run this week.

→ John Malia, night-yardmaster, has taken unto himself a wife in the person of Miss Mary McDermott. John is an old brakeman and has the best wishes of all his railroad friends.

→ The washing away of parts of three bridges on the A. & S., caused a pretty general blockade in the shipment of coal this week. No through trains were run from Saturday last until Wednesday of this week.

→ Mars, the god of war, has descended into our midst in the form of a locomotive, No. 45, which was brought up new from Scranton, Tuesday. Jack Moyles is the lucky engineer, and if he does as well with "45" as with his old engine, the "20," old Mars will not be ashamed of his iron namesake.

→ Engine No. 7, "E. A. Quintard," headed up the Saratoga Express, with engineer Miles Biesecker in charge.

A wicked and malicious story has been going the rounds of the boys on the road about one of the D. & H. young men. He is reported as having given a pair of shoes to a certain young lady in town. It is also reported that our big conductor walked in the office the other day and throwing down a pair of old number nine shoes said, in tones of disgust, "She says they are one size too small and wants you to get another pair." The young man has taken the joke in good part but nevertheless is inclined to think the story has gone far enough, especially since one of his intimate lady friends asked him the other night if he didn't think she needed a pair of shoes.

When the facetious yardmaster and the combative line repairer meet, there is always sure to be fun for the bystanders. The favorite spot for their wordy combats is the shipping agent's office on the flats, and hither all parties gather as soon as it becomes known that the customary fun is to ensue. It matters nothing what subject is broached they always manage to hold different opinions, and the consequence is that some quite sharp personal allusions are made in regard to one another which it is hardly necessary to say detracts nothing from the spectators' enjoyment. However, they always end by saying something complimentary of each other and the fun is over till they meet again.

Engine No. 7, "E. A. Quintard," which was nearly smashed up a few months ago is again on the track after being thoroughly repaired. She has spent four months in the Dickson Works, and last Saturday was brought to Carbondale and placed in the round house, where under the skillful supervision of Mr. Eitel, the engine dispatcher, the necessary fixtures were added to her and on Thursday of this week, she took her old place on train 1 and 2 (Saratoga), with an entirely new steel boiler, cab, &c. Engine 7 now looks like a new engine and her appearance and general make-up are calculated to make glad the heart of her trusty engineer, Miles Biesecker.

"Engine 37 running off the track on the Nineveh branch last Friday, delayed all the northern bound trains a few hours."

Charlie McMullen was the station agent at Waymart.

The competent work of the D&H dispatchers at Carbondale and Green Ridge is appreciated by conductors and engineers generally. "[A] good share of the success [of the dispatchers] is to be attributed to the very excellent supervision of Mr. S. A. McMullen, the Asst. Supt., and also to the faithful services rendered by the conductors and engineers."

### RAILROAD MATTERS

ITEMS OF INTEREST TO RAILROAD BOYS.

Conductors McQuade and Fowler have been enjoying themselves on the night run for the past week.

G. M. Keen, operator at the Erie dispatchers' office, was off three days last week on account of sickness.

Engine 37 running off the track on the Nineveh branch last Friday, delayed all the northern bound trains a few hours.

The Gravity road worked until two on Tuesday morning on account of a break in the boilers at G engine near Olyphant during the day.

Penna. Div. engine No. 40, arrived from Scranton on Monday and went north Tuesday. She will be returned as soon as the rush is over on the Susq. Division.

Charlie McMullen, station agent at Waymart, has gone to Philadelphia for a couple of weeks. His place is temporarily supplied by Henry Moore, of Olyphant, and Billie Skeels has been assigned to fill Moore's place.

Although it is half time this week the railroad boys do not appear to mind it any. The majority of them are still working, while those who are idle seize the opportunity to go down town and look around in daylight, something they have not been enabled to do for some time.

The well known and popular engineer on the Erie known to the boys as "the talking machine from Thompson" will soon, it is reported, retire from the mild and enervating influences of railroading to engage in the more exciting pastime of farming. Jake will be missed when he takes his departure.

While men on other roads are so often to be found complaining of the incompetency of their dispatchers, it must be gratifying to the D. & H. dispatchers, both at Carbondale and also at Green Ridge, to see the many evidences of appreciation in which their services are held by conductors and engineers generally. While vexatious delays will sometimes occur, and a conductor with more mouth than brains try to distinguish himself by showing the dispatcher how the thing might have been done, the majority of them recognize the fact that they are not the only trains on the road, and that they must expect sometimes to be held a little while. As a rule the best of feeling prevails, and, while the dispatchers are evidently the right men in the right places, it is not saying anything to their discredit, to mention the fact that a good share of their success is to be attributed to the very excellent supervision of Mr. S. A. McMullen, the Asst. Supt., and also to the faithful service rendered by the conductors and engineers.

"The Gravity road worked until two on Tuesday morning on account of a break in the boilers at G engine near Olyphant during the day."

Half time on the railroad this week

## RAILROAD MATTERS

### ITEMS OF INTEREST TO RAILROAD BOYS.

Conductor Silvernell is taking a short rest from his labors.

Balaam has lost his dollar on election and in consequence says that Judge Hull is a base deceiver.

Hugh McQuade has again taken his place on Conductor Knapp's train. He has been laid up with an attack of measles.

Thompson, on the Jeff. Branch, is quite a hang-out for the boys, at any rate they claim they spend as much time there as at home.

J. Vandermark has been running the Saratoga train this week during Samuel Cobb's absence at Oxford N. J. attending the funeral of his father.

A new engine, 189, Daniel Manning, was turned out of the Dickson works Wednesday, and went north on the following day, for use on the A. & S. division.

Mr. Frank Smith, shipping agent, is taking a short trip West this week with the double object of business and pleasure. He will take in Niagara Falls before his return. Lew. Williams will carry on the business in his absence.

The big mogul engine 43, S. H. Dotterer, which has pulled the Nineveh freight for the past year was turned over to the Saratoga Division of D. & H. road Wednesday of this week. The engine was built for the B. H. T. & W. R. R., but was, for some reason taken off their hands by the D. & H. Engine 43 was by far the best engine the Penna. Div. owned, and the reason of her removal can only be explained on the supposition that the northern roads of this Company are in greater need of motive power than the Penna Div. Engineer Bingham also feels sad at parting with his big engine, but hopes the fates may have a better one in store for him. Engine 36 is temporarily running the freight.

Trestle 3½ on the Jefferson Branch is causing the Erie company considerable trouble, or to use an old expression, more trouble than it is worth. The trestle is quite a high and long one and is built over a swamp or overgrown lake. Its foundation is none of the strongest, and on several occasions the trestle has sunk some little way in the swamp. Lately the Erie Co. conceived the idea of filling in their trestles on the Jefferson Branch with culm, but when they came to fill trestle 3½ they found they had an elephant on their hands, in other words the swamp did not take kindly to culm and refused to be filled. The weight of the culm appears to have forced the trestle lower than ever, and one veracious engineer says the stumps of trees on both sides of the track are leaning at quite an angle towards the trestle. The opinion is very freely expressed that some other way of making the trestle safe will have to be devised other than that of filling with culm.

A young man named Thomas Mangan, was found dead last Sunday morning at the head of No. 11 plane, having lain there all night, with the back of his skull crushed in. He was a laborer in James Copeland's gang and boarded with his brother in Waymart. To make the journey over the mountain easier and faster he used a pulley-car like all railroad men who have any distance to go. By the use of the pulley-car a man can ride both ways on the plane. It consists of two flanged pulleys fastened together in the form of a truck and runs on one rail, but is balanced by a board reaching over the ropes and supported on the other rail by a small pulley. There is also a brake which may be applied to the larger pulleys. A remarkable rate of speed is attained by these cars in the distance of a plane. The men generally let them run at a reckless pace and it is supposed while the young man was on No. 10 plane the brake either broke or became unmanageable and the car rushed down the plane with great velocity, on through the foot and jumped the track near the head of the next plane throwing him off with the above result. The funeral was held Tuesday afternoon at his brother's home in Waymart and the remains interred there.

Trouble at Trestle 3½ on the Jefferson Branch

Thomas Mangan found dead the head of No. 11 plane. He was killed in a pulley car accident.

Very good details on pulley cars and how they operate

"A new engine, 189, Daniel Manning, was turned out of the Dickson works Wednesday, [February 21] and went north on the following day, for use on the A. & S. division."

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## RAILROAD MATTERS

### ITEMS OF INTEREST TO RAILROAD BOYS.

Four Engineers are reported as being on the sick list.

Engine 2 has gone to the shops this week for general repairs.

John W. Babson is now able to be at work at the locomotive shops.

Engine 46 was returned from the A. & S. to the Penna. Division on Monday.

Wm. Bingham is running engine 47 on the freight between Nineveh and this city.

Engine 9 went out of the locomotive shops on Wednesday. John is proud of her.

It must have been a surprise to Nealons Hall the other night to see so many railroad men there.

Mr. S. H. Dotterer, and I. G. Wint went to Scranton on Tuesday to see the play of "Virginiaus."

Engine 21 ran into some gravity coal cars this week near Dickson. Her front was damaged a little.

Geo. Roemmelmeyer, engineer of No. 25, will leave for Albany, N. Y., on Monday for a short visit.

Tom. Morgan the extra conductor on the branch has been enjoying himself on coal 9 the past few days.

Kearney Brennan, the young man that had his leg take off by the cars in Susquehanna, was brought home last Saturday.

C. Cordner brakeman on J. Kirkbride's train had his hand badly crushed while coupling cars in the yard on Saturday afternoon.

Pete Storch the tall and jocular flagman has been making a few trips lately as conductor and takes to the business as easily as a duck to water.

Engineer Sam. Cobb is running Engine 10 during the illness of Mr. Benscoter, who is confined to the house with an attack of pneumonia.

Conductor Copley of the Nineveh freight is taking a short vacation. Frank Silvernell the oldest conductor on the upper end is punching tickets for him in the meanwhile.

Conductor Harry Vredenburg returned from his trip to York State Wednesday last and was out the next day looking as fresh as a daisy. J. B. Kirkbride has been running the train during his absence.

A number of improvements have been made in the Locomotive Shop during the past few months which have largely increased its capacity for turning out work. The placing of the electric light in the shops was a long step in the right direction and under its brilliant light the men can work as well by night as by day. The machines have all been numbered and painted and now look like new ones. Two new machines have lately been received and placed in working shape. These consist of a large lathe, and a stud and bolt machine. Geo. Fisher sharpens the tools for the new lathe and will now do fast work with any one in the country. He is also very tidy and can be found most any time polishing some bright work or carefully blowing the dust and turnings from his machine. The stud machine supplies a long needed want and turns out patch bolts, studs, etc. in the greatest profusion. The increase in the number of engines on this division has largely increased the work of this shop and has made the addition of new machines a necessity. As fast as one engine is turned out another stands ready to take its place in the shop. Engine 9 was the last to come out and in her place engine 2 goes in.

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"Engine 21 ran into some gravity coal cars this week near Dickson. Her front was damaged a little."

Many improvements have been made in the Locomotive Shop during the past few months. Electric lights have been installed. Machines have been numbered and painted. A large new lathe has been installed, also a stud and bolt machine. "As fast as one engine is turned out another stands ready to take its place in the shop."

"Ellsworth Robbins, transferred from the Gravity to the valley road, Wednesday morning had his hand crushed coupling cars in Carbondale yard yesterday afternoon."

"Engine 22, Fuller, has passed out of the hands of the railroad department into that of the coal department. The engine has been undergoing repairs in the locomotive shop and comes out as engine 5, coal dept. She goes to Plymouth to be used there at the new Boston breaker. Dan Swan will run her."

## RAILROAD MATTERS

### ITEMS OF INTEREST TO RAILROAD BOYS.

→ Ellsworth Robbins, transferred from the Gravity to the valley road, Wednesday morning had his hand crushed coupling cars in Carbondale yard yesterday afternoon.

D. C. Benscoter has recovered from his illness and is at his old place. Young Ben is firing for him.

→ Engine 22, Fuller, has passed out of the hands of the railroad department into that of the coal department. The engine has been undergoing repairs in the locomotive shop and comes out as engine 5, coal dept. She goes to Plymouth to be used there at the new Boston breaker. Dan Swan will run her.

Pay day, last Monday, caused the faces of most of the railroad boys to smile. Half time had evidently not affected their pay to any extent. A few of the boys thought they were short, but as a rule they concluded half time was not so bad after all.

Dave Morgan a fireman on the Erie R.R. had his hand badly cut by a piece of coal while in the act of shoveling coal one day this week.

← Pay day, last Monday.



## RAILROAD MATTERS

### ITEMS OF INTEREST TO RAILROAD BOYS.

Owing to the rush of coal north, Conductors Moyles and Fowler have been pounding over the branch this week.

Thomas Kelly is now braking for Conductor Knapp.

"Mike Gorman makes an excellent assistant yard master. Always ready and willing to assist the boys in any way."

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Engineer Isaac Baker and Charles Rodgers, two thoroughly competent men from the D. L. & W. road, are now running engines on the D. & H.

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Dennis Drennan, an engineer from some road in the west, lately obtained a position as engineer on the D. & H. After making one or two trips to that cheerful place, the Summit, he concluded the air was too bracing for him and resigned.

Engineer Yarns is now doing good work with engine 8, and instead of being himself pushed up the grade is now doing that favor for some of the other boys.

"Rev. Mr. Earle, the revivalist, has evidently done a good work among many of the railroad fraternity."

Rev. Mr. Earle, the revivalist, has evidently done a good work among many of the railroad fraternity.

A number of new brakemen have lately been added to the force; caused partly by the resignation of old brakemen and partly by the increase of business. The mistakes of these greenhorns are often

Increased business. More brakemen needed.

amusing to old brakemen, but to their respective conductors they are sometimes a thorn in the flesh. However they were all green at the business at one time and it is but fair to say that occasionally a new brakeman is found who in a short time is able to discount those who have twisted brak s for years.

"Engine 197, for the A. & S., went north Tuesday."

## RAILROAD MATTERS

### ITEMS OF INTEREST TO RAILROAD BOYS.

Engine 197, for the A. & S., went north Tuesday.

Tom. Morgan conducted Mr. Maloney's gang over the branch last Tuesday.

The Penna. Div., it is understood, is to have two new engines next week. They are needed.

Engineer Baker has been running engine 19 the past few days in the absence of Engineer Blake.

The flue cleaner at the locomotive shops when at work makes a fascinating noise. It should be heard to be appreciated.

Brakeman Smith, brother-in-law of Engineer Coon, who had his leg crushed by falling under the cars a short time ago is about again.

Frank Silvernell, conductor Coal 5, with engine 9, John Bryden engineer, made the best run last Wednesday over the Jeff. and Nineveh branches that has been made for the past two years.

Engine 30, from the lower end, is for the present running up here. Engineer Roberts is handling her while genial Cal We-cott runs the train. They pound between Carbondale and Olyphant.

Last week was a big week for the railroad boys. Full time had come and brought with it plenty of work. Coal flowed up from the south in a never ending stream, and the gangs running south were compelled to make one or two extras in addition to their regular trips each day. Twelve trains were run north throughout the week daily, and on last Monday fourteen trains were sent north making the largest run of coal ever sent north in one day over the branch. It is full time again this week but the rush has slackened up some.

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"Frank Silvernell, conductor Coal 5, with engine 9, John Bryden engineer, made the best run last Wednesday over the Jeff and Nineveh branches that has been made for the past two years."

"A land slide at Jefferson Junction, Wednesday morning caused some little delay to trains. The rush of earth moved the track some few feet out of its bed and also buried a crippled car that stood on the track. The D. & H. track was clear by 9 A. M. and the Erie about 3 P. M."

"The spirit of cleanliness has taken possession of the flats and the [rail] yard begins to look less like a scrap heap and more like a place of business. . . "

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Engine 39 has been sent to Plymouth to take the place of No. 15 which has been brought up to the shop.

Engine 22, the "Mud Turtle," has been replaced by a new engine and now runs coal 5.

The coal trade on the locomotive road is rather dull at present and in consequence the gravity boys are "getting their wood in."

The old wooden bridge at Valley Junction has been replaced by an iron one made of T rail. The new bridge was made in Mr. Wyllie's blacksmith shop here, and is a model in its way. It was placed in position by the bridge carpenters last week.

The spirit of cleanliness has taken possession of the flats and the yard begins to look less like a scrap heap and more like a place of business. House cleaning has been inaugurated at all the offices, the coal office taking the lead. The shipping agent and his clerks, the yard master and the billing clerks have all banded themselves together in a crusade against dirt to the utter destruction of old cobwebs, &c., which had been left in undisputed possession during the past decade. No more do these horny-handed sons of toil rush to the door or lift a window to see a car number or size up a car of emigrants. They can now peacefully recline in their cushioned chairs, and the windows,—which hitherto would have passed for stained glass,—now reveal to them the glory of the outside world. Other improvements are suggested, such as curtains and shutters. Frank has put in an order for a carpet and a chandelier, while Cope, not to be outdone, shakes his head wisely and mutters something about a sofa and a canary. Let the good work go on.

"The old wooden bridge at Valley Junction has been replaced by an iron one made of T rail. The new bridge was made in Mr. Wyllie's blacksmith shop here, and is a model in its way. It was placed in position by the bridge carpenters last week."

## RAILROAD MATTERS

### ITEMS OF INTEREST TO RAILROAD BOYS.

Pleasant weather for railroading.

Engine 30 came out of the shop this week and engine 13 goes in.

Engine 39 which has been running down at Plymouth for some time is now back again.

Charley Ferrel, one of the oldest brakemen on the road, has resigned his place here to go elsewhere.

Engine 8 broke a steam chest Wednesday which laid her in a day or two.

Conductors Tom, Kirkbride and Lowery have been running below this week owing to the light run of coal north.

"Half time will be made useful by those who consider themselves anglers, and these are not a few among the boys."

Half time will be made useful by those who consider themselves anglers, and these are not a few among the boys.

Chip Gilmartin presents the most picturesque appearance of any one on the road, with Gene Wonnacott a close second.

It is reported that L. A. Rose, who for a number of years was Erie dispatcher at this place, has been offered a position as dispatcher on the N. Y. P. & O. road. If such be the case they are to be congratulated on securing the services of a faithful man.

"A new freight train has been placed on the road and Frank Silvernell is the conductor. The train leaves Carbondale at 6:45 A. M. for Nineveh and returning arrives here about 7:30 P. M. "Silver" does most of the way work, while the other freight train carries through freight. This new arrangement allows Copley to run his train on time, something he was never able to do before."

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**RAILROAD MATTERS**

ITEMS OF INTEREST TO RAILROAD BOYS.

Dispatcher Joyce of the Erie office has obtained a leave of absence for a few months and has started on a trip to Colorado and the Pacific coast. During his absence D. Fonda, the other dispatcher, will work all day and Geo Keene will do the dispatching nights.

Owing to the stocking of coal on the gravity, the transfer pockets will work the three last days of this week.

Engine 2 newly repaired has come out of the shop and has been pulling the passenger between Carbondale and Scranton for the past few days. Sam. Cobb is the engineer.

Engineer Bencoter is temporarily running engine 7 on the Saratoga during the absence of Engineer Emery.

John Copeland, yard master, has gone to New York to see his father off to Scotland. He will probably return to-day. Wm. Histed has taken his place in the yard during his absence.

Charley Clark has been running Histed's gang for the past few days.

Tom. Morgan, from the branch, has been conducting a train running below this week.

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"The coal sixes have been compelled by the rush of coal to make extras to Green Ridge every night so far this week. As they get home about as quick as they formerly did with only a day's work it is not to be supposed that they object any."

*Coal sixes?* One comes across references to "coal fives" and "coal sixes" and sevens and eights and nines and tens in studying D&H and Erie coal shipment records. The only place that we have ever seen where the meaning of those terms has been clarified/explained is in the biographical portrait of David B. Robbins that is published in the October 1, 1931 issue, pp. 291-92, of *The Delaware and Hudson Company Bulletin*. That explanation is given in the boxed text on the right side of this page.

## RAILROAD MATTERS

### ITEMS OF INTEREST TO RAILROAD BOYS.

The coal sixes have been compelled by the rush of coal to make extras to Green Ridge every night so far this week. As they then get home about as quick as they formerly did with only a day's work it is not to be supposed that they object any.

Misplaced confidence in a car of coal caused a young man at the pockets to go through the chute. The coal happened to be fine and he was not hurt.

A young man named Sloan, while fooling with another man at the pockets on Wednesday, had a large pair of shears run into his side. It was reported that he was dangerously hurt but as he came to work the day following it must have been but a slight wound.

The new freight train on Jefferson and Nineveh branches, No. 19 and 20 with Silvernell as conductor, is represented on the lower end by Conductor Gilbert's train. Silver has his old caboose and engine 9 with John Bryden engineer.

This week's business will probably show the largest amount of coal ever shipped north over the Nineveh branch by the D. & H.

It is rumored that this division will receive two new engines in a short time. They will probably be the 49 and 50.

Conductor Rosser from the gravity passenger has been running the extra passenger train between Scranton and the races this week. He has also done duty as a coal conductor by pulling a train of coal up to Carbondale from Olyphant each night.

Mr. Flatherty, Asst. Agent at Starrucca, is working in C. D. office for the present. He is a first class operator.

Coal Train 5, Coal Train 6, and 7 and 8 and 9 and 10:

David B. Robbins: "One of the busiest stretches of track on the [Pennsylvania] Division used to lie between Jefferson Junction and Carbondale while that was still single track," says Mr. Robbins. 'All coal trains running north from Carbondale to Oneonta from 4:15 A.M. until 8 A. M., no matter if there were two or eight, were sections of Coal Train 5. Similarly those departing between 8 A. M. and 1 P. M. were Coal Train 7; from 1 P. M. until 4:15 A. M. the following day they were sections of Coal Train 9. On the return trip they were similarly divided into coal trains 6, 8, and 10. The time-table also included two passenger trains and a local freight. / At Jefferson Junction the conductor of a south-bound freight had to go into the tower for orders. There he copied the entire order in a large book from which the operator repeated it to the dispatcher. At times the order was two pages long, including 'meets' with northbound trains at practically every siding between Jefferson Junction and Carbondale. That was one stretch of track on which the train crew was kept busy all the time. Although work on the Gravity Railroad held many thrills for the trainmen, it did not call for the brain work required by steam railroad operation. That is why Mr. Robbins preferred working on the latter." (Biographical portrait of David B. Robbins, pp. 291-292 of the October 1, 1931 issue of *The Delaware and Hudson Company Bulletin*.)

In the above column we read: "This week's business will probably show the largest amount of coal ever shipped north over the Nineveh branch by the D. & H."

In the biographical portrait of George Livingston ("Rafted Logs Down The Delaware"), who started working for the D&H on August 1, 1882 as Agent and Telegrapher at Center Village, that was published in *The Delaware and Hudson Railroad Bulletin*, June 1, 1930, pp. 163-164, 172, he mentions the multiple section coal trains on the D&H (see notes on the preceding page) in the nineteenth century.

"Then," we read in his biography, "every northbound Pennsylvania Division train turned at Nineveh, the next station north. For that reason most of the train crews received orders at Center Village. Inasmuch as one locomotive could only handle 25 cars of coal, the principal commodity shipped over the Division, coal trains were run in sections. For instance 'Coal 5' or 'Coal 7,' as the trains were known, would frequently run in three or four sections, each carrying green signals until the last section, without markers, arrived." (p. 164)

In 1930, Livingston's son, G. F. Livingston, was the D&H agent at Center Village, in the same station where his father entered D&H employ almost 50 years earlier.

**RAILROAD MATTERS**

ITEMS OF INTEREST TO RAILROAD BOYS.

Engine 18 newly out of the shop is now run by Henry Isger and is pulling coal 9.

John Halleck, an old engineer from the A. & S. road, is running an engine on this division.

Mr. Naughton, one of the operators in C. D. office, is taking a short vacation. Mr. Joyce the dispatcher has returned and is again at his old post.

Geo. Fisher, of the locomotive shop, made a short visit to the seashore last week. He says the water was fresh at the place where he was, and in consequence the men in the shop claim that the shores of Lilly Lake and Mud Pond were all the sea shore he saw.

A new baggage car has been placed on train 19 and 20, Conductor Silvernell. It is painted red and otherwise nicely fitted up.

Master Mechanic Dotterer, hearing of the noted cures which an electrical doctor was making in Albany, went up there last week to see him. He received two applications from the doctor and came home feeling much better.

Conductor Harvey received the sad news on Tuesday that his brother Edward was killed in the Philadelphia yard. He left for Philadelphia Wednesday. Conductor Morgan is running his train during his absence.

Coal 10 ran off the track at Uniondale, Wednesday night, and laid themselves and the extras out bad. They arrived here about six A. M.

The locomotive shop has received an addition to its tools in the shape of a tire turning machine. A large hole is being made in one side of the brick wall of the shop to accommodate it. Work can then be done here which heretofore had to be done in Scranton.

John Halleck, a former A&S engineer, now works on the Pennsylvania Division of the D&H.

"A new baggage car has been placed on train 19 and 20, Conductor Silvernell. It is painted red and otherwise nicely fitted up."

"Coal 10 ran off the track at Uniondale, Wednesday night, and laid themselves and the extras out bad. They arrived here about six A. M."

Tire turning machine (a 79-inch wheel lathe) to be installed in Carbondale locomotive shop. "A large hole is being made in one side of the brick wall of the shop to accommodate it."

<p>Many new freight cars for the coal trade have been received in recent days.</p>	<p style="text-align: center;"><b>RAILROAD MATTERS</b></p> <p>ITEMS OF INTEREST TO RAILROAD BOYS.</p> <p>→ The D. &amp; H. have been receiving for the past few days quite a number of freight cars to be used in the coal trade. They consist of West Shore box and T. &amp; B. cars. They have also introduced some new twenty ton dumps. This influx of new cars has given a big impetus to the coal trade and makes business more brisk than ever.</p> <p>→ Clarence Rose from the Erie way-bill office, has been carrying one end of the tape for the Erie surveyors in their preliminary survey for a double track between Forest City and Carbondale.</p> <p>The latest addition to the rolling stock is engine 50 brought up from the Dickson Works, Saturday night. Truman Utley is the engineer and he will probably run her on his old run on Coal 5.</p> <p>Conductor Maloney was called away last week to attend the funeral of his father. He returned early this week.</p> <p>→ The new 79 inch wheel lathe is now in its place at the locomotive shop. It is a very fine machine. Pat Haran, of Green Ridge, takes the new machine and Will Hubbard will run Haran's lathe.</p> <p>P. Vandermark, a former engineer of the D. &amp; H. is again running an engine on this division.</p> <p>→ Winfield Jagger, brakeman on Erie coal 5, had his right hand badly crushed this morning while coupling cars. Only last week Conductor George Philippi and Brakeman John McDonough on the same train had their hands mashed in the same way.</p> <p>Conductor Geo. Ferrel returned Wednesday from his trip north and is again running his train on coal 5.</p> <p>Dispatcher C. E. Bowers is again in his old place in the chain, having returned from his trip north on Monday.</p> <p>Frank Timmons, who has been working with the telegraph repairers, has gone to firing.</p> <p>✓ The locomotive shops are running six electric jets now.</p> <p>Engine 29, "James Taylor," went into the shop on Monday for general repairs.</p>	<p>Engine 50 brought into service on Saturday, August 25, 1883. "Truman Utley is the engineer and he will probably run her on his old run on Coal 5."</p>
<p>Preliminary survey for double track between Forest City and Carbondale now being carried out by Erie surveyors</p>		
<p>Pat Haran of Green Ridge will run the new 79-inch wheel lathe in the locomotive shop.</p>		
<p>Smashed hands on Coal 5: "Winfield Jagger, brakeman on Erie coal 5, had his right hand badly crushed this morning while coupling cars. Only last week Conductor George Philippi and Brakeman John McDonough on the same train had their hands smashed in the same way."</p>		
		<p>"The locomotive shops are running six electric jets now."</p>

<p>The D. &amp; H. shop hands go on an excursion to Mountain Park to-day."</p>	<p style="text-align: center;"><b>RAILROAD MATTERS</b></p> <p>ITEMS OF INTEREST TO RAILROAD BOYS.</p> <p>The D. &amp; H. shop hands go on an excursion to Mountain Park to-day.</p> <p>Firemen Brink and Ellis have been doing engineers' work for the past two weeks.</p> <p>Will. Blair's many friends in the coal office have given him a fine wedding present.</p> <p>Albert Jagger, formerly a striker in the blacksmith shop, is now running hind brake for Conductor Histed.</p> <p>Dispatcher Joyce, of the Erie, has obtained a three months' leave of absence and has sailed for Ireland. He is accompanied by a brother of Supt. Murphy. They expect to visit England and the Continent before they return.</p> <p>Engine 38 came out of the shop this week.</p> <p>Dispatcher Snyder, from Mechanicsville, is expected home on a visit this week.</p> <p>Conductor Chas. Clark has been forced to quit railroading for some time on account of his eyes. He has lately had an operation performed which he thinks has helped him greatly.</p> <p>Flagman Pidgeon runs coal 5 and 6 this week during the absence of Conductor Geary.</p> <p>Train 19's time has been changed from 6:45 to 8:20, leaving C. D. in the morning.</p> <p>Flagman Storch is running Vredenburg's train and Case is running Robin's train. These conductors are running over the branch.</p> <p>An Erie wreck near Morss' upper switch delayed coal 10 about two hours Tuesday morning.</p> <p>Conductor McQuade has a new caboose No. 7. He has been breaking it in on the branch running extra coal 7 and 8.</p> <p>Conductor Harry Vredenburg is running train 19 and 20 in the absence of Conductor Silvernell.</p> <p>One of Conductor Isger's brakemen distinguished himself last week by putting two ruffians off the train near Peckville. He was forced to use energetic methods and one of them will be marked for some months. It don't do for any Peckville dudes to impose on the railroad boys.</p>	<p>Erie dispatcher Joyce and a brother of Superintendent Murphy will visit Ireland, England, and the European continent for three months.</p>
<p>"Albert Jagger, formerly a striker in the blacksmith shop, is now running hind brake for Conductor Histed."</p>		
<p>"Flagman Pidgeon runs coal 5 and 6 this week during the absence of Conductor Geary."</p>		
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"One of the largest congregations that ever assembled in the M. E. Church was present on Sunday evening to hear the well-delivered sermon of Rev. L. C. Floyd to railroad men."

"Engine B is the finest engine on the Gravity line. It is run by Mr. Lathrope."

"The drum at the new round house is to weigh one ton."

"Report says that the D. & H. will put patent grates on their locomotives."

"The Gravity road only made two days this week."

**Railroad Notes.**

One of the largest congregations that ever assembled in the M. E. church was present on Sunday evening to hear the well-delivered sermon of Rev. L. C. Floyd to railroad men.

The men employed on the Gravity Road did not work on Monday, St. Patrick's Day. No. 14 baggage car is being repaired.

Engine 19 has had her pilot repaired the past week.

William Hubbard has made for himself a little stationary engine.

Patrick Flood has been removed from the head of No. 6 to the head of No. 2.

Engine B is the finest engine on the Gravity line. It is run by Mr. Lathrope.

The drum at the new round house is to weigh one ton.

Andrew Histed has taken his place again in the yard on Engine 12.

No. 3 passenger car had her trucks repaired last week.

Mr. Sampson, assistant master mechanic, has again resumed work along the Gravity line after six weeks' illness.

The repairers in the Gravity shop were idle Tuesday.

Report says that the D. & H. will put patent grates on their locomotives.

S. H. Dotterer has a fine hydraulic jack in his shop.

E. M. Peck, superintendent of the saw-mill department, expects a new engine at the saw-mill in about three weeks.

The Gravity road only made two days this week.

"The men employed on the Gravity Road did not work on Monday, St. Patrick's Day."

"Patrick Flood has been removed from the head of No. 6 to the head of No. 2."

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### **Railroad Notes.**

Improvements to  
Engines 21, 11,  
and 6

→ Engine 21 has been sent to the shop for a general overhauling.

Engine 11 received a new boiler from the Dickson Mfg. Co. last Saturday.

Engine No. 6 is being repaired in the Round House, having a new tank put in.

No. 11 caboose is being repaired.

"No. 11 baggage car  
and No. 4 passenger car  
will be placed on the  
Saratoga Express train."

→ No. 11 baggage car and No. 4 passenger car will be placed on the Saratoga Express train.

**Railroad Notes.**

Engine 31 went into the shop on Monday for new cylinders.

Engine 26 came out of the shop on Monday.

No. 646 of the Erie RR., while backing down in the yard last Saturday, broke a tank axle.

Supt. R. Manville was confined to his house on Saturday.

Engine 28 of the Gravity RR. does very well with her patent grates.

The D. & H. are about to put big wheels under their small-wheeled engines.

The D. & H. have built an addition to their round house.

The D. & H. are about to build an addition to their round house at Plymouth.

Engine 2 was on the Saratoga express train on Tuesday.

No. 28 was on the freight last week.

Engine 11 will go on the freight running from Carbondale to Nineveh when she comes out.

Patrick McQuade, conductor in the yard, while coming through the rock cut one day this week was hit in the face with a stone which fell from the top of the cut.

Fritz, the machinist in the round house, had his leg squeezed between a pair of tank wheels.

Engine 29 came from Plymouth on Wednesday for repairs.

Asst. Supt. McMullen is able to be out after an illness of two weeks.

Engine 43 "laid in" on Wednesday for repairs.

Engine stalls are being built in the new round house.

The crew of engine 17 attended the funeral of head brakeman Ort on Thursday.

"Engine 28 of the Gravity RR. does very well with her patent grates."

"The D. & H. are about to put big wheels under their small-wheeled engines."

"The D. & H. are about to build and addition to their round house in Plymouth."

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"Engine stalls are being built in the new round house."

### Railroad Notes.

Engine 16 is working in the yard, in place of "14."

Engine 39 broke a draw-bar on Wednesday, and smashed the wood work on the front end of the tank.

"Engine 2 was on the Saratoga Express train on Wednesday, in place of No. 7."

→ Engine 2 was on the Saratoga Express train on Wednesday, in place of No. 7.

Engine 14 went into the shop last Monday for a general overhauling.

Engine 25 is having a new cylinder put in at the Round House.

Engine 10 was laid up for repairs on Monday and Tuesday.

Engine 31 came out of the machine shop last Monday.

Engine 21 will be out of the shop again next week.

#### RAILROAD NOTES.

##### ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

32 O. K. does exist and the light he carries is only a lantern, and the chances are that were a search to be made, it would be found hid away in a car of Hanky's props, rather than under a bushel.

It is reported that the Jefferson Branch of the Erie is to be double-tracked.

→ Good things generally come slow. It is reported that the "Jeff." is to be double tracked, and to be thus completed is only a question of time, but we fear the question is a hard one and the time a long one. Yet we hope it is true.

Jack Moyles went hunting in the forests at Nineveh last week. The result was he captured a government blanket, and a pair of lieutenant's shoulder straps. Jack says he thinks himself well paid for his pains, but he don't want Alex. to know about what good luck he had, as he fears that he has trespassed on a small margin of territory belonging to Alex.'s estate.

Search warrant to unlock and search the boxes of Conductor Maloney's caboose. Cushion not found.

→ One day last week an officer of the law armed with a search warrant entered Conductor Maloney's caboose and introduced himself at the same time demanding that the boxes be unlocked, which was done after the warrant was shown. Search was then made for a cushion, among frogs, links, pins, and switch ropes, but Mr. Officer did not find the cushion. A word to the wise, etc., look out boys, for the same officer.

"Coal trains have been running very brisk for several weeks. . .

→ Coal trains have been running very brisk for several weeks, and consequently have been very late. Some of the gangs went out O. T. and came home from three to seven hours late and no wrecks or wires down either. Good judgement and sharp management would go far towards forwarding the movement of trains.

I. J. Naughton, dispatcher for the N. Y. L. E. & W. Co. and a right good fellow is he, too, called on friends in Uniondale last Friday. Irv. is a welcome visitor up there.

Mike Keirns started out to make double track for No. 2 last week but didn't get there. One of his pushers, Simey Keating engineer, had the misfortune to break a tank axle, and was detained two and a half hours. Trains 2 and 3 were each detained two hours and all the Forest City people that were on train three walked home from the scene of detention which was nearly three miles. Many of them were very angry and were heard to say that some action would be taken against the "company" for such a long walk. The Erie officials with a Pullman car shared the same fate as they were between train 3 and the wrecked train.

Broken tank axle on a pusher to Forest City. Three-mile walk for some passengers for Forest City.

Wm. Clune and Curly Gillis pulled train 3 & 4 last week. Bryden was in for new faces on his valves.

Jack McCarty has gone on a six weeks' hunting expedition on the Catskill Mountains. He says if he don't bring back a couple of dears he will buy the cigars.

Chas. Jay and Milo Wilcox, of Nineveh both of local freight notoriety, are doing their best to take the cake at the rink. If that is all they take the boys there will feel considerably relieved—look out for your best girls.

Hank Schenzer inquires after his part of the Sunday school class every time he meets "Silver." Hank is interested up at Nineveh yet.

Ike Baker has bought the property known as the "Dew Drop," at Summit, and proposes keeping an eating house. He says the boys must eat when out so long on the road. John Ammerman has taken five shares of paid up stock. The investment will be a good one.

32 O. K.



### RAILROAD NOTES.

#### ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

Blaine and Logan mass meeting at Windsor

→ Ted Isgar ran train three to Nineveh on Tuesday afternoon. The regular crew was held at Jeff. Junction for the special from Susquehanna that went to Windsor to participate in the Blaine and Logan mass meeting. On his return, he brought the special train back to the Junction where the Erie train was waiting to convey them back to Susquehanna.

Two trains collide at Melrose

→ Col. Hoyle ran into the rear of Conductor Billy Moyles train, on Wednesday afternoon at Melrose. The caboose was opened up to the public, and Hoyle's engine, the 58, was a good subject for the medical students in Dotterer's shop. Only one car was broken, and the road was cleared in a short time.

Alex. Copeland contemplates going on a grand hunt next month to the Adirondack Mountains, as large quantities of game abound there. Jack Moyles and Conductor Gilbert are to accompany him as far as the Catskills where they expect to meet Jack McCarty and Rip Van Winkle. After spending one week there, they all return up the Hudson and will pay their respects to Gov. Cleveland, who by that time will be a very sick man. We shall watch their movements with great interest. It is understood that Conductor Fowler is to furnish the bread for the expedition, they to catch their own fish.

Clark Hetzel, looks as fresh and rosy as a young girl in her teens. Railroad-ing don't wear on Clark like it used to.

Geo. Walker, who has been braking on "Silver's" train, has resigned to take charge of a stationary engine at Erie breaker. We wish you good luck, George, but how can you arrange it to remain away from Lanesboro. Will you please answer us by return mail?

Eaf. Williams, engineer of 49, is nearly always on time,—unless Gully oversleeps, in which case Scovy takes Gully's crew and goes on, leaving his own crew to their fate, and then to clear himself, lays it to the yard-master, Malia. Which Johnny Mack and the crew says is too transparent.

Mel Callender says he has not lost any sleep yet on account of his little boy.

Night yardmaster Malia has lots to handle these fine evenings, but he does it as gracefully as a French waiter. He has as many as twenty-five trains to put away some nights beside the trains coming in from Nineveh.

Assistant yardmaster Day is quite a favorite with all the boys, but his hands are very tender yet and get blistered awful easy. He says that is the reason he did not go on trains 3 and 4 with Silver. We have recommended a pair of buckskin mittens as a final cure which he has promised to get.

Fred VanBarager, of East Windsor, is the guest of Alex. Copeland. Fred is soon to enter the medical college at Albany to study medicine.

Conductor "Shanty" Robbins has taken one share of Ike Baker's stock, at par, in his "Ararat Dew Drop Eating House." "Shanty" says there is more in it than Ike has seen yet. He says Ike wants to water his stock but it cannot be allowed. Ammerman placed his five shares on the market, and it was readily taken by Ed. Morgan who says there is a fortune to be made out of it. Peter R. ordered his secretary, by telephone, to buy one-half a share for him on margin. Stocks closed at par. Stock seats in Baker's Exchange are selling readily for 25 cents apiece and two were struck off at the last meeting to Jerry Moyles and Charlie Hallock. Dr. James Engle then waded in and said he wanted one seat for himself and Charlie Dow; they were struck off to him. The next meeting of the Exchange will be held in Fitzgerald's tool house on Saturday evening next. 32 O. K.

Night yardmaster Malia has as many as 25 trains to put away some nights, besides the trains coming in from Nineveh.

Fred VanBarager of East Windsor is about to enter the medical college at Albany.

Gossip and in-crowd chatter from 32 O.K.

#### RAILROAD NOTES.

##### ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

Engineer Wm. Blake and wife visited the family of C. E. McCracken, at Nineveh last week. It's a good time to visit these days while half time lasts.

Conductors Robbins, Fowler, Wm. Morgan, Lowry, Gorman, and Tillsley went hunting over in Wayne county last week. We understand some of them drew the loads from their muskets, cut poles and hired a small "schooner" on Stanton's pond and sailed around in hopes of catching some pickerel or sun fish. No report of them as yet.

Conductor Silvernell has a bet with a democrat at Starucca on the general result of election. The bet is two cigars made to order at Joe Herbert's, 50 cts. each, "Silver" says he is sure of a free cigar.

Geo. Walker, who left the D. & H. Co. to take charge of an engine in the Erie braker, has resigned and gone back with "Silver" again. George says he did not like it there at all, as there were no girls that suited him, besides he was thinking of dear friends in Susquehanna and Lanesboro, on account of which made him long for railroading more than ever. We heard that George was thinking so much about his friends, females, of course, that one of the pumps froze up and work had to be stopped. How is it George?

A letter was received from Alex. Copeland and party who went hunting last week of which a full account will be given in our next letter.

Jake Schomerhorn has sold his farm at Mud pond to Hank Schenzer. Hank is going exploring for anthracite.

Anson Bailey and Homer Hutchings are enjoying themselves at Beach pond hunting and fishing. Large fish stories are expected on their return.

Ike Baker says he is going to put engine 19 in his eating house for cook stove purposes. Ed. Morgan thinks 20 would make better time than 19.

The meeting of "Baker's Exchange," held in Fitzgerald's tool house at Ararat on Saturday evening, was quite a success to its managers. Jim Fitzgerald took the chair and announced that there were seven shares to be disposed of that evening. Paddy Pidgeon was elected secretary of the meeting, and business commenced. "Fitz," with gavel in hand, arose and said he held one share for Doc. Atkinson and wanted a bid. Mike Maloney said John Ammerman wanted him to buy two shares for him, as he, Ammerman, was sorry he sold out the other night the way he did, and was anxious to again be a member of the Exchange. Atkinson's share was taken by Maloney, at par. By this time excitement ran high and "Fitz" called them to order with his mallet. After all was quiet again Billy Skeels said he wanted three shares to be placed to the credit of the Clover Club. Sharp bids were made, Billy going higher every time. They were struck off to him. At this point Frank Cunningham came in, hat off, and nearly breathless, with a telegram from H. C. Butler, Philadelphia, stating that he wanted Secretary Pidgeon to buy seven shares at all hazards as he had received accounts which set forth the prosperity of the concern. They were struck off to Secretary Pidgeon. Mart Quick, who was a little late, came waltzing in and said he wanted two seats for himself and Tommy Bevans, and five shares of stock placed to Charlie Tucker's credit. Stocks closed at 99-1-8. The next meeting will be held at Hathaway's mill, when a new secretary will be elected, Pidgeon refusing to serve on account of too much other important business. Dr. James Eagle's name was presented by Pidgeon and was seconded by Billy Skeels but will not be voted on till the next meeting.

32, O. K.

#### RAILROAD NOTES.

##### ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

Fonda's Yard for light cars on the Erie

→ The Erie is doing a large business on the "Jeff" at the present time, and trains are nearly all very late on account of it. But to make more room for light cars, and to forward the movement of trains, they have put in a long yard that will hold fifteen trains, and cars are side tracked there every day. To railroad men this is known as Fonda's yard, and they always speak about it with tears in their eyes and much sorrow.

"Dull times on the upper end this week. No orders for coal is the cause."

→ Dull times on the upper end this week. No orders for coal is the cause.

Some of the boys have been enjoying a short vacation for the last few weeks, but are soon to go back again. Alex Copeland and Will Histed went to work last Monday, and Jno. Bryden and Ted L-gar will take hold of business this week Saturday.

Fred. Vanbarager, of East Windsor, was the guest of Alex. Copeland and Truman Utley, recently.

Jo. Stafford is running the Nineveh freight during Bryden's vacation, and while "Silver" was west, Dave Robbins looked after three and four and looked well to the interests of the Sunday school class, which "Silver" has so long and ably filled. Dave says the class is too much for one captain.

The D&H engineers who run the D&H pushers to Ararat Summit:  
1. John Amerman  
2. Ike Baker  
3. Tom Winn  
4. Uncle Charlie Rodgers  
5. Mr. Griner (occasionally)

→ John Amerman, Ike Baker, Tom Winn, Uncle Charlie Rodgers, and occasionally Mr. Griner, are the engineers who run the D. & H. pushers from Carbondale to the summit, and a jolly lot of boys they are, too. Ike wants to be captain, and Amerman won't stand it. John says he owns as much stock in the eating house at the summit as Ike does, and that gives him as much and many rights to go where he pleases when at the summit as it does the would-be Captain Baker. None of them have so much to say about it as Ike and John do, yet they all speak in a quiet way when large speculations are about to take place.

Henry Dolan runs the new local freight on the Jeff. between Susquehanna and Carbondale. It's a great help to Palmer but a terror to all who get behind him.

← "Henry Dolan runs the new local freight on the Jeff. between Susquehanna and Carbondale. It's a great help to Palmer but a terror to all who get behind him."

Miss Olive Wilcox, of Nineveh, sister of Miles Wilcox, who was at one time a railroad boy on the Penn'a Div. is visiting her friends, Mr. and Mrs. Philon. Foster.

32 O. K.

#### RAILROAD NOTES.

##### ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

The cold weather has made some difference in hauling trains up the mountain, and the progress in speed is somewhat slower, but the boys generally make a trip within twenty-four hours.

George Walker took a short vacation the early part of this week and visited his family and friends in a "Manly" way. George is "old peaches" among the fair sex, and he knows it too; but he never boasts much.

C. I. Ball, and wife, of Nineveh, visited his parents at Honesdale, and friends in Carbondale, last week. "Rene" says the hotel "biz" is good on "Irving Cliff," and thinks he will spend the heated season there next summer.

Sam. Lingfelter was running engine 34 last week. We should like to see him there permanently, for he is a good boy and deserves it.

I. J. Naughton is the day dispatcher of trains on the Jefferson Branch.

Johnny Bryden is the hero of the day, and all eyes are on him, for he has been the centre of attraction all this week, commencing on Monday morning at 9:45 his name was over the wires, from "Jeff. Junction" to Carbondale and Port Jervis every hour, and it was kept up for three days, returning every evening from there to Nineveh on time—returning next day to repeat the same thing. The crew enjoyed themselves first-class, and congratulated themselves that they had the best, easiest and shortest run on the Penna. Division. "Silver" telegraphed to Conductor Nicol at Nineveh to bring him a paper of smoking—"Black Diamond" tobacco—which Dave kindly did, and the boys were made happy, but none of them were more so than Bryden who was full of jokes constantly. He had lots of good cavendish chewing, and no man knows better how to chew it than our old friend Jack.

Jimmie Engle has been reported as buying out the coal yard at Ararat Summit and giving up railroading. He says Ike Baker and John Ammerman would be his best customers as it's close by the eating house owned by them there, and as Baker has agreed to put engine 19 there for a cook stove, Doc thinks steamboat coal would be just the size. Yet, Doc is in some doubt as he fears Paddy Pidgeon or Mike Gorman will put in a yard too, and that if any coal in case of a failure should be put up at auction Mike would come out best as he is a good loud talker and would make a good auctioneer.

Bert Colwell was unfortunate last week. He was making a coupling and was caught between the bumpers and his right arm badly crushed. Courage Bert.

Dan Fonda, the ever genial, pleasant and agreeable dispatcher on the "flats," is taking a short vacation and has gone west to see his uncle. We shall all miss him and shall be happy to see him back again.

I. J. Naughton is doing day work in the dispatching of trains on the Jefferson branch.

Johnny Copeland had a big grin on his face Wednesday afternoon, just after train three left the yard. Something must have pleased him. 32 o. k.

#### RAILROAD NOTES.

ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

Now that the idle week is over the b'hoys will be ready and no doubt willing to assume their places again.

The Fireman's ball was well understood a very grand success and everybody well pleased. J. A. Bryden and wife of Nineveh, Chas. Jewell, Mr Spencer and wife from Oneonta were among the merry makers.

P. H. Joyce, former dispatcher, has died.

News was sent over the wires yesterday that our former dispatcher P. H. Joyce died at his home in Lordville at 5 o'clock. His many friends here, for he had many of them, will be pained to learn of his demise, although it had been expected for several months, as he was obliged to give up his position as dispatcher and went out on the road as conductor but even that he could not stand and Mr. Murphy appointed him agent at Lordville at which place he died. The boys all liked to get an order with P. H. J. signed on it. During his afflictions no man was more pleasant to every one than was Mr. Joyce.

Dan. Fonda, dispatcher for the N. Y. L. E. & W. R. R., who has been enjoying a short vacation at Jersey City and New York is at the key again as smiling as ever. Good luck to you Dan.

The gangs from Forest City have given Silver quite a little trouble all last week, it being their pay week also holidays. But with his corps of trusty heroes they cleaned out the whiskey which was brought in by the jug full and slightly scratched up their marble faces. Rene is getting to be a genuine pugilist and he strikes from the shoulder but always hits with a shut hand and is of course the hero.

Tuck and Mike up at the dispatcher's office are two good boys and no one ever goes out to say they are sorry that they called but all say that is was good for them to be there. Tuck is reading the "Life of Captain Kidd" and Mike a book called "Ten nights in a Ball Room" and the office looks like a reading room more than it does a dispatchers office. By the way, Mike used to live in Plymouth, Pa.

Fred Van Barager, of East Windsor, formerly an engineer from the Snake River Road called on his friends Utly and A. Copeland lately. Fred is a jolly boy.

George Walker, who is at present braking for Silver, is contemplating going to South Pueblo, Cal., in the spring. We are wondering what will become of those 13 girls of his. He ought to leave in a manly way at all events. 32 O. K.



"Times are very dull on this division at present. . ."

#### RAILROAD NOTES.

ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

→ Times are very dull on this division at present and quite a number of changes have been made on the various trains north and south of Carbondale. Several trainmen of all classes have been laid off, several conductors have gone back to flagging on the same train they were promoted from, and a few of the last promoted engineers are firing again. We hope to see better times ere long—and before the blue birds come.

Conductor Gully Harvey visited friends in Windsor last week. He must have had a grand good time as he was all smiles when he got back.

Alex. Copoland is running engine 18, doing yard service, with Frank Ball at the scoop.

Paddy McQuade has a regular run now between here and one of the breakers down the line. Paddy is generally good natured and can often be heard to sing, "Her bright smile haunts me still."

If you want to have a good visit, and be treated royally, just drop in the D. & H. and N. Y. L. E. & W. freight house when the boys are all in their stalls. It's always a lovely day with our friend Harry, no matter if it is raining and mud six inches deep. Then the polite and gentlemanly clerks, Orchard, Hubbard and Shannon make it agreeable for every one who may be their guests. "Griff" is also very entertaining and uses every one respectfully. Then when you go into Mr. Schryver's office you will find Homer with a good pleasant grin all over his face and laughs when asked about his Forest City lass. Clarence and Johnny are very mild but always good natured and very entertaining. No one ever leaves these gentlemen without being well pleased and anxious to meet them again.

Peter Vandermark ran the Nineveh freight Wednesday and Thursday. Bryden was in the shop with engine 51 for repairs.

Wm. Hapeman, engineer from the Pittsburg and Connelsville road called on friends this week.

32 O. K.

### RAILROAD NOTES.

#### ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

Fireman's Ball at the rink in Susquehanna last week.

→ Quite a number of rail road men went to Susquehanna last week to attend the Fireman's ball given in the rink. It was a large time and was well enjoyed by every one. Among the most prominent of our boys who went over were Alex, Copeland, John Peter Dougherty, Thos. Campbell and "Silver" who were all well pleased with the kind treatment they received at the hands of the Susquehanna boys.

Conductor Fowler, though not discouraged, feels very bad about that old Erie "ten ton dump" he broke on the "flats" this week. He says he is sure that switch was right. But putting away a train of "Eries" and running a bakery are two different things.

Dave Robbins says he don't care about "Silver's" Sunday-school class at Ninvah as much as some would have it appear, but that he would much rather take charge of a class with one scholar in it.

Business so far this month is better than it was last. All the boys would like to see full time again, even if they had to wait two hours at Fonda's yard for trains. No doubt it will be so before next Christmas.

John Ammerman is on the shelf this week on account of poor health. Sir Isaac Baker pushes the throttle for John. Business must be very dull now in the coal trade at Ararat and the stock of Baker's and Ammerman's eating house is down to 7 cents.

Gill Swartz, brakeman on Conductor Harveys train had his hand mashed between the bumpers on Thursday morning. There are hopes of saving his hand.

Billy Skeels and Otis Stearns, the two diamond pin dudes in the way bill office are two fine fellows. Ote, being the more conscientious of the two and Billy the most gamey, Billy piles up the work for Otis that he himself ought to do but Otis thinks it is all right and goes on billing the different sizes of coal "goose egg" being his preference.

Jimmie Engle and party went to Stillwater on Thursday afternoon fishing through the ice. They caught three good sized cod and 19 fresh mackerel. Jimmie has shipped part of them to Ararat Summit for his own use.

← Engine 51 pulling train three ran off the track at Starrucca on Monday evening. Bryden stuck to the lever, took a big chew of Cavendish and remarked that only for the pig iron on the other side she would have gone down the bank. Pig iron makes good ballast.

Silver has taken a short vacation and will visit his family in White Haven this week. Shanty Robbins becomes responsible for his Sunday-school class during his absence. Shanty's qualifications for such a position are good.

Paddy Pidgeon called on friends at the Summit early on Tuesday afternoon. He does not think his investment a very good one up there and is negotiating with Conductor Wm. Moyles for its transfer.

Samuel Cobb was pushing on the hill on Thursday, Ike Baker being in Scranton on business.

← Jack O'Malia and Milo Gardner went to Uniondale Lake on Monday to fish, and caught 41 large suckers and it was not much of a day for suckers either. The clerks in Frank Smith's Department are going on Friday to see what they can do towards getting a few through the ice.

Lazarus, alias Buckwheat, alias Goose Egg, alias Otis, spent Sunday with his best girl at Factoryville. 32 O. K.

"Engine 51 pulling train three ran off the track at Starrucca on Monday evening [February 9]. . ."

"Jack O'Malia and Milo Gardner went to Uniondale Lake on Monday to fish, and caught 41 large suckers and it was not much of a day for suckers either. The clerks in Frank Smith's Department are going on Friday to see what they can do towards getting a few through the ice."

### RAILROAD NOTES.

#### ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

The coal trade is very dull at present, and while this lull lasts our boys are embracing every opportunity where sport is offered.

Engineer Wm. Blake went to Oneonta last week on receipt of a telegram and has since gone to New York on important business for the B. of L. E.

Engineer S. Cobb, with S. Cobb, jr., at the scoop, on engine 2, is pulling trains 1 and 2 for a few days while Zach. is in with engine 7 for repairs. Sam has set a good example for Zach., and that is to be always O. T. Conductor Nicol is well pleased with the result of being on time again, but not any more so than the boys who are waiting on switches for them. But then it makes lots of difference who stands on the right hand side of an engine.

Eng'r Bailey is running the "Lauder" during Mr. Blake's absence in New York. All the ladies have fallen in love with him and that new dark straw cap, which they say makes him look too nice for anything. Let's all get one, boys.

Jake Schermerhorn says if he gets left on "color blindness," he will go farming at Mud Pond, as he knows culm from hard coal or a "euchre deck."

P. R. V., the light hand engineer, pulls cond'r Gorman. Both are good, trusty, careful men, but very noisy sometimes. P. R. V. gets excited when he sees a fire in Windsor, and without hat or coat runs for dear life, screaming "Windsor is in flames! Gorman will hollow when he makes a good run (which is seldom of late) so that he is easily heard three miles off. You can't call this "color blindness."

Freeman Ed. Smith had a kind of curiosity to see the Salvation Army, and spent Sunday in Hyde Park. He is a good shouter and ought to join 'em.

C. M. T., our little dispatcher — and the only one we have left now — sticks close to his desk, ever ready to answer a civil question or give you a pipe of good Clark & Snover, and is ever ready to smoke the pipe of peace, should it be necessary. Long live C. M. T!

Mike has been sent down to Plymouth to overhaul things there. Poetry will cease now.

Dutch Smith and Diamond Skeels and the gang they are in the midst of in the w. b. office, make things lively for the train men. Dutch has four "braves" and a water boy in his charge, while Diamond only has one student, but he is a "dandy."

Jack Copeland and his assistant, Arthur Day, wear the yardmaster's badge, and after six p. m. Jack O'Malia buckles on his spurs and commands the cars what tracks they are welcome to.

Martin Gerrity and the lads he has about him are always busy. Patrick Oxen, Tom Collins, Jno. White and and Bull Head Kearns constitute the crew.

Conductor Nicol took a short vacation last week. Baggage man Lew Cook acted in the capacity of conductor. Lew looks well, and is at home there as well as in the baggage car.

Jimmy Nicol smashed all the baggage while Lew was pacing through the aisle of both cars last week.

John Ammerman and Ike Baker have failed in their eating house enterprise at Ararat, and many of the boys have lost heavily thereby. Among the heaviest losers are Paddy Pidgeon, Wm. Moyles, and Jimmy Eagle—Liabilities, 25 cents. Assets, two Boston crackers and one box dried herring.

The engineers pushing on the hill between Carbondale and Summit, are Ike Baker, John Ammerman, Warren Ellis, Daddy Rodgers and Griner, all hale fellows well-met, and great lovers of "the weed."

Jno. Moyles, with the planet "Mars," makes his daily trips to Nineveh, and pulls 25 cars, one caboose and conductor Thos. R. Kirkbride. Jack knows his biz, but gets suddenly "color blind" while passing that "grove" at Nineveh, and is obliged to put his "goggles" on while passing by it. He says he thinks he can see an army moving at him, and can plainly see the flag of trace fluttering in the breeze, and it is a source of worry to him. Why don't he stop it?

Conductors Fowler, Maloney and Gilbert are the heavy weights on the Penn'a. Division. Gill weighs 291 lbs., Maloney 273 and Fowler 259, all hale and hearty, and strange, yet true, all are handsome and quite young looking men, and the engineers, who are J. Vandermark, Hoyle, and Deacon Wint, are all proud to know they pull such handsome conductors. Hoyle complains though, sometimes when he has a hard-pulling train, and thinks that Mike is dragging his feet between "J. N." and "O. K." so he can't make over 8 miles per hour, as there is such an order pasted up in D. F.'s office. Hoyle is satisfied however, after Jack McQuartus tells him that Mike was asleep.

The engineers pushing on the hill between Carbondale and Summit, are Ike Baker, John Ammerman, Warren Ellis, Daddy Rodgers and Griner, all hale fellows well-met, and great lovers of 'the weed.' "

Jno. Moyles, with the engine *Mars*, makes a daily trip to Nineveh from Carbondale, pulling 25 cars and one caboose. The conductor is Thomas R. Kirkbride.

Three heavy weight conductors on the Pennsylvania Division:

Gill, 291 pounds

Maloney, 273 pounds

Fowler, 259 pounds

"Carbondale can, and does boast of two gentlemanly freight and ticket agents in the persons of T. G. Smith and E. Schryver, who with their corps of handsome clerks, are bound to accommodate the public. . ."

John "Huron" Bryden with his 51, thunders train 3 and 4 over and back from Nineveh every day, and if all is true that's said, he pulls the "handsomest" crew, no dudes among them either. He is as proud of them, if not more so, than Josiah Arthur or the Deacon is of their weighty men. The crew is composed of Jimmy Engle, Asa Lown, Geo. Walker and Rene Ball, all gallant young skippers. Shortly after the late election they all resolved not to shave again until the Prohibition party ruled, or Susan B. Anthony became President. But after a few months they drew their razors. Sampson lost his strength. "Silver" is the proud conductor of this gallant crew, and right proud of it is he, too.

→ Carbondale can, and does boast of two gentlemanly freight and ticket agents in the persons of T. G. Smith and E. Schryver, who with their corps of handsome clerks, are bound to accommodate the public. No one goes into their offices that ever regrets it, if only for a chat. T. G. S. with all his aids around him, and "Lovelyday" at his desk is enough to invite any man the second time, and ditto in Mr. Schryver's end of the building. Mr. Schryver is, by the way, a great lover of trout, while T. G. S. prefers a bouquet.

Bob. Copeland whirls the scoop on engine 40 for engineer Ellis, and he knows all the crooks in it too. He has the nicest way of asking for a pipe of smoking of any man on the road.

32 O. K.

Some of 32 O. K.'s notes we were obliged to leave over until our next issue.—[Ed.]

Jo. Belford is now a conductor on the Susquehanna Division at Oneonta.

"Conductor 'Gully' Harvey is taking photographs in a portable gallery at Windsor, and is ably assisted by Professor Crocker. Good pictures are guaranteed or no pay."

#### RAILROAD NOTES.

##### ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

Jo. Belford, at one time conductor on this division and now on the Susquehanna div. of the D. & H. C. Co. at Oneonta, and John Kirkwood, who is a promising young man from this place, and who is breaking for Jo., were calling on friends here this week.

Johnny Mack still graces the right hand side of engine 33, and drags old "Scovey" over the division daily. He thinks 24 gonds. ought to make a train, but "Scovey" hooks on 24½.

Conductor "Gully" Harvey is taking photographs in a portable gallery at Windsor, and is ably assisted by Professor Crocker. Good pictures are guaranteed or no pay.

Breezy is flagging for old "Scovey-duck" yet, and a better natured man does not flutter a flag to the breeze. George is happy, and very proud of the two fine boy twins he has at home.

Wm. Bingham and Hanky Johnson run the pick-up local on the upper end, and with Dave Lynch, Paddy Lynett, Luke McQuade (Paddy Grant) and Tony White for the crew make excellent time. Hanky says *that* train just suits him as he can be at home every eve with his family; but oh, is he there? Speak out Hanky.

"Fonda's Yard"—a piece of road well known to the boys on the upper end—don't get any more rest now than when the trains were four times as thick as at present. I. J. N. seems to favor a stay of proceedings there too, and is satisfied that the yard is a success to the road and the general movement of all trains.

Aleck Copeland and Frank Ball man engine 13. Frank says Aleck is satisfied if he keeps the bell rope scoured and the scoop shining and gets the Binghamton daily from Silver, which he reads sitting astride the boiler with his back against the cab until he falls asleep.

Paddy McQuade is conductor for Yankee Histed, and makes regular trips between Carbondale and the mines daily. Paddy doesn't chew as much plug as he used to, but is never seen without a "sliver" in his mouth and a large grin on his handsome phiz.

O. E. Histed is master on the east side of engine "Major Sykes," with Morris Bunnell looking out the window on the west side, or watching back to get a signal from Billy Forbes. All is happiness with this crew. Aleck Messenger is conductor on this train and is always on time. Dan. Dougherty is the flagman.

Si. Mills bought or had sent to him a new white "sombrero" from a Texas friend who is a prominent cowboy on the North Platte. Si. carries a paper of Clark & Snover in the crown, and is very careful how he takes it off when Simey Keating or Walt. Hyatt wants a pipe-full.

32 O. K.



### RAILROAD NOTES.

#### ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

The "color blind scare" is now so modified that any of the boys can pass safely through without a scratch or the employment of an expert "lady" who knows all about the shades of zephyrs. All that is now required is for a man to tell the plain colors of red, white and green. Of course "blue" is well known to every one of the boys on this division as so many of them get the "blues." Some, too, look "green," but that is at the commencement of the R. R. profession. Only one man on this division is said to be "color blind" and he is a brakeman. That is "Paddy Grant" who saw, or thought he did, about a month ago, an English robin, which, when pointed out by him to Hankey and his comrades of the brake-wheel, was pronounced to be a crow.

Hankey Johnson, the dandy sawed off little conductor of the pick-up local says he never said "that" train just suited him and says he wants it to be understood that he goes out with the boys quite often, and that he can sport as nice a necktie pin as "Silver" does, only it's a different pattern, that of a "pressed brick," while "Silver's" is the emblem of a "mine prop."

Jimmy Engle and wife left on Saturday night for Hornellsville to attend the funeral of a relative.

Old King Coal is on the move again and more trains are moving over the Division than usual. The boys on the lower end say it is red hot down there. They say Uncle Mace puts them through in great shape, and does it in shirt sleeves too.

We are wondering who "Flat Wheel" is but for the life of us can't dig him up. But look here, old boy, if you are the "tar" that used to deal in "oranges" and apples, and got "locked out" on account of getting plaster in your eyes, I know you. I did not suppose there was a flat wheel on this division, as they are all taken out at Nineveh. Besides, Charlie Ferrel don't brake here now and he was the only man who flattened wheels, and that only while the "pool craze" was on at the American House in J. W. M's day. But a sand hole or soft spot on the face of a wheel, which often is the case, may be good reasons for your being a flat wheel, and if this is your case, get "Mike" to chalk you out, and F. T. will most likely put an orange box or barn door under you.

Good natured Gould (no relative of Jay's) and Owen Loftus are engineer and conductor of Erie coal 5 which leaves this city at 3 a. m., both handsome, energetic men. John Peter, better known as "Clover-Sawed-Off-Dougherty," is the flagman on this train, and when "Owney" goes off on short vacations, John Peter stacks the way-bills, signs orders and flirts with all the girls he sees along the road.

Mose Myers, who is the extra engineer for the N. Y., L. E. & W. R. R. Co., is a trusty, good natured man and always in good shape for night work. Mose says eggs agree with him the best of anything he can eat. "Bologna" used to be his favorite dish years ago.

Peter Whirlow Robinson, a young conductor who runs from Susquehanna to this place, and one time a car "galvanizer" under Pat. Hogan at Nineveh, is spending the summer at Boiling Springs, Ky. Peter's management as conductor with double-headers was immense, and with a taste of Pat. Fay's "apple-jack," would put away 70 cars in as many minutes,— quick work. Peter would say, "Did I hold you much?" Long live Peter Whirlow!

Mike Kearns, conductor on the Jeff, is a fine fellow with plenty of good smoking, but when asked for a pipefull, has left it at home (Susquehanna), but is willing to take your name for a chew, should you wish one. He is better known as "Old Boots."

Conductor Silvernell feels very much hurt at the false reports that "Flat Wheel" has sent broadcast through the land about his resigning here, and that a lieutenant's commission awaits him at the national capital. He told me in a private interview — and wept as he told me — that such a thing was impossible, as too many had already petitioned for the place, and thought with such papers, signed by the best men in our city, as Jack Moyles, Aleck Copeland and Jack McQuartus had forwarded to the Secretary of War, there would not be a shadow of a chance for him. He thought best to keep out of politics until his own party (Prohibition) comes into power. As to that Harpersville furniture establishment it is not a paying concern, as two good men recently failed to make both ends meet and are back on coal 9, satisfied that a night run, with an occasional fire in Windsor, is a safer and better business than running a furniture store in Harpersville.

Cond'r Dolan and Engineer Brown, of the Erie, are two good-natured men as well as the heavy-weights of that road. George weighs 297 and Henry 285, while in rainy or bad weather — which is the direct cause of bad rail — Henry goes over on the engine and stands on the fireman's side, which with Brown on one side and Henry on the other, settles engine 519 low on her driving springs, but nary a slip, and a good run is just as sure as if Billy Wolcott and Smithy were behind them with a full box of "Coney Island."

"Old King Coal is on the move gain and more trains are moving over the Division than usual. The boys on the lower end sway it is red hot down there. . ."

"Good natured Gould . . . and Owen Loftus are engineer and conductor of Erie coal 5 which leaves this city at 3 a.m., both handsome, energetic men. . ."

"Just as we expected. Since engineer Bailey wore that straw cap, Dimock the Hatter has ordered a carload of them . . ."

→ Just as we expected. Since engineer Bailey wore that straw cap, Dimock the Hatter has ordered a carload of them. Now boys, why not have them trimmed with a nice tip,—say a couple of feet long. Si. Mills' sombrero would look too nice for anything, dressed up in such a style. Jake Schermerhorn says a euchre deck would suit him better than a Mud Pond ostrich feather.

Billy Auger, "Bull Head" Smith and Spence Courtright went fishing on No. 4 Pond, Saturday night, and caught a fine mess of perch — some two inches long — but in a boat-race while there ran on a stump and all was lost except their lives, which were saved by the timely aid of Shanty Robbins and Balaam, who heard their cries and rescued them.

"We understand that a division of Railway Conductors is soon to be organized here. . ."

→ We understand that a division of Railway Conductors is soon to be organized here. There is plenty of good material for it and only a small effort will do them up into a good working Division. We hope to soon be able to say more about it.

Ed. Morgan has the reputation of being the best sentimental singer among the engineers. If this is true he must be a good one, for railroad men are all good songsters and often bring those who hear them to tears. One of Ed's best and heart breaking songs is "Meet me by moonlight alone." 32 O. K.

#### RAILROAD NOTES.

ITEMS ABOUT THE BOYS ALL ALONG THE LINE.

Charley Dow is taking a rest for a few days. Andy Banks is doing duty in his place on the "Huron."

Will. White and Lew. Jehkins are running the night line on Belmont, now.

Uley. Vandermark attended the Jermyn rink last Tuesday. Uley., how did you get back? by stage, or did you have a trotter?

Gorman was the recipient of a large bouquet on Monday. He ought to have it embalmed.

The resemblance between "Jo-Jo," Barnum's Russian boy, and Balaam is quite striking, but would be more so, had Johnny Howard reached him with his bunch of fives.

P. Quinn, jr., assistant general sweeper at the round-house, is training sparrows for a cocking main. Look out for a big time.

**"Moran** at J. N. says there will be a funeral if he finds out who publishes his name. Funeral of what, the blind dog, or the bobtail cat?"

→ Moran at J. N. says there will be a funeral if he finds out who publishes his name. Funeral of what, the blind dog, or the bobtail cat?

"Silver's" warehouse at Harpersville was destroyed by fire, but the proprietors contemplate building again. Wonder if they will send out any more hand-bills.

Dan Nelson proposes starting a bakery of his own. He has "engaged" one of his cooks already.

For the past fifteen years, Minor Carr has been the efficient agent at Green Ridge, for both the Del. & Hud. and Lehigh & Susq. Railroads. He has the entire confidence of both of these corporations, won by hard and faithful services.

← "For the past fifteen years, Minor Carr has been the efficient agent at Green Ridge, for both the Del. & Hud. and Lehigh & Susq. Railroads. He has the entire confidence of both of these corporations, won by hard and faithful service."

P. R. V. has the straightest shot of any man on the Jeff. He can hit a crow twenty rods from the track, running twelve miles an hour. "SWITCH KEY."

## In the Caboose

As of October 9, 2015, ten of the 24 volumes in this series were completed and published. In the course of our on-going research on the Delaware and Hudson Canal Company, we sometimes come across data that would have been included in the earlier published volumes in this series had those data been known or available before those volumes were published. But that was not the case. That's fine. It happens all the time in the publishing world. You can't turn back the clock.

In the meantime, however, we would like to share some new finds / some new learning that will be incorporated (turning the clock forward) in the second editions of existing published volumes in this series.

## Additions for Volume I:

### 1. Engineers at Plane No. 1

The engineer who ran the stationary engine at the head of Plane No. 1 when the Gravity Railroad opened on October 9, 1829 was Whitman Brown. This we know from the obituary of Orlando Foster that was published in the *Carbondale Advance* (April 6, 1872, p. 3). In that obituary. Brown's first name is given incorrectly as "Gritman". Here is the final portion of that obituary:

“ . . . Thus has passed away the last of the early engineers on the Mountain section of the Del. & Hud. C. Co.'s Railroad—of those in service in the year 1837, the date when our residence in Carbondale commenced. They were a body of capable and intelligent men, embracing, we believe, Gritman Brown at No.1, James Johnson at No.2, John C. Davis at No. 3, Peter Campbell at No. 4, and Orlando Foster at No. 5. [emphasis added] These embraced all the steam engines to haul the coal to the summit of the Mountain. Wm. Ball, esq. resident at No. 1, was then and for many years after Superintendent of all the engines. The positions held by these engineers were considered very honorable and lucrative, the best in the Company's gift below Superintendents. Of the men then Superintendents few survive, and none are now resident here. James Archbald, esq., who died at Scranton about two years since, greatly lamented, had general charge, James Clarkson, esq., now residing in Benton, was Superintendent of the Mines, John H. McAlpine, Superintendent of the Machine Shop, (but he soon after resigned and was succeed by James Dickson, esq.,) and R. E. Marvine, esq., now resident at Green Ridge, was Accountant and Pay master. Everything was then new, and all departments managed with great energy and economy. The operations were on a comparatively small scale. From 300,000 to 400,000 tons of coal was

considered a fair annual product. But it was in those days that the solid foundations were laid for the immense expansion that has since taken place, and those gigantic enterprises which now make the Del. & Hud. C. Co. the object of admiration, and its stupendous achievements one of the wonders of the age. The men that thus laid deep the foundations for these great results, have nearly all completed their earth-work, and left to others their positions and responsibilities.” (*Carbondale Advance*, April 6, 1872, p. 3). The complete obituary of Orlando Foster is given in the section on Plane No. 5 in the unit on the 1845 configuration of the D&H Gravity Railroad.

That Whitman Brown was the engineer at the head of Plane No. 1 when the Gravity Railroad opened is underlined by *Durfee* in 1875, as follows:

**"First Engineers:** “On the line of engines up the mountain, William Ball was Chief Engineer. He was engaged from one of the shops in New York on the first starting of the works, when quite young, to take charge of the five engines on the line. He declined coming until the Company gave him a bond of agreement to keep him in their employ six months. He remained in their employ his lifetime, between thirty and forty years, beloved and respected by all who knew him. Those in his employ were, at No. 1 Whitman Brown, who remained for a number of years, and then went to Honesdale, where he was killed by the cars [emphasis added]. At No. 2 was James Johnson, who removed to Keokuk, where he died. He was assisted at No. 2 by Joseph Gillespie, who died at Providence a few months ago. [*Durfee* was published in 1875.] Afterwards by Patrick Archbald, who went to Michigan. They were succeeded by P. R. Farrer, who died there. No. 3 was run a number of years by John Davis, whose sons succeeded him and followed in the same line of business. No. 4 was run forty years ago by Peter Campbell; afterwards by James Cookson, and later by Mr. Ball, brother of William Ball. By a misstep he slipped into the machinery and in a moment was a mangled corpse. Orlando Foster, formerly from this neighborhood, ran No. 5 for a long number of years, and was, I believe, succeeded by one of his sons, all of whom are engineers. So it is that Mr. Archbald and all that line of skilful, energetic men have passed away and given place to others, with new and much improved machinery. The first engines were run by or with walking beams and heavy balance or fly wheels. The engineer had to use the starting bar every time the machinery was set in motion.” (*Reminiscences of Carbondale, Dundaff, and Providence Forty Years Past* by J. R. Durfee. Philadelphia, Miller’s Bible Publishing House, 1875, pp. 18-19)

In the citation from *Durfee* given above, we read that Whitman Brown "went to Honesdale, where he was killed by the cars." Brown's accidental death was noted in the *Carbondale Advance* of Saturday, November 18, 1864, p. 2:

"We regret to learn that Mr. Whitman Brown, one of the earliest residents of Carbondale, but more recently at Honesdale, was instantly killed upon the railroad near that place on Thursday last. He had been engineer upon our railroad from the early commencement of business here. His sudden death will be greatly regretted." (*Carbondale Advance*, Saturday, November 18, 1865, p. 2)



In the *Carbondale Advance* of the following week, Whitman Brown's obituary, as published in the *Honesdale Republic* was reprinted, as follows:

“Mr. Whitman Brown was killed on the dock in this borough on Thursday evening last, at shortly after six o’clock. He had been into Mr. R. J. Menner’s Store to buy some coffee, and with the package under his arm took his accustomed way home over the Works. At the foot of the plane he stopped and looked at a trip of cars going up. His design was to step on one of the cars of the next trip, go up the plane to where the road on which his dwelling was situated, crosses the plane, and then step off. This was a common practice with him. As he stood looking a lumber car approached from another direction, and on a switch not much used. The men in charge of it shouted to him and applied the brakes. He heard their call; stepped, but in the wrong direction; was knocked down; the wheels passed on to his body, and then stopped. He was extricated as soon as possible; but was unconscious. He was taken to his house, where he revived. He spoke of the accident as a thing ‘that was to be,’ that is, as inevitable. He survived about half an hour. / Mr. Brown was a native of Rhode Island, and fifty-seven years old. He was an engineer, and entered the service of the Delaware & Hudson Canal Company full 30 years ago, and has continued in it almost constantly since. At the time of his death he was Superintendent of engines. He put up the first engine used by the Company on the Carbondale side of Moosic Mountain. For about twenty-five years he has resided here. He was a man of excellent abilities in his calling, and of the strictest integrity in all his relations. /An examination after his death revealed the fact that both his legs were broken and some of his ribs. In addition to those injuries he suffered several contusions. His life was insured for \$1,000. / He leaves a wife and three children; the youngest, a daughter of fourteen years. In this terrible affliction they have the profound sympathies of the whole community. / The funeral services were attended on Sunday afternoon, the Rev. Mr. Hoskins, of the Episcopal Church, and the Rev. Mr. Dunning of the Presbyterian Church, officiating. A very large concourse of citizens were present. The Odd Fellows appeared in a body, wearing a distinctive badge. The interment was made in Glen Dyberry Cemetery.—*Honesdale Republic*.” (*Carbondale Advance*, November 25, 1865, p. 2)

Whitman Brown (Plane No. 1) and the other four engineers who operated the stationary engines on the Gravity Railroad when the line opened (James Johnson at No. 2, John C. Davis at No. 3, Peter Campbell at No. 4, and Orlando Foster at No. 5), we learn from the obituary of Jane Ball Gritman, were all brought to Carbondale, from one of the shops in New York City to erect the first engines on the gravity road. Jane Ball Gritman's father, William Ball, was also brought to Carbondale by the D&H at the same time "and was soon given charge as master mechanic of all the stationary engines on this side of the mountain."

Jane Ball was the daughter of William Ball and Mary Ann Smith. She married Philo Callender Gritman. In the obituary of Jane Ball Gritman (born February 18, 1833, died February 24, 1909), we read:

"Her father [William Ball] came here [Carbondale] from New York city with five other young men to erect the first engines on the gravity road. He was the only one of the party to settle here permanently in the employ of the D. & H. and was soon given charge as master mechanic of all the stationary engines on this side of the mountain. Her [Jane Ball] grandparents were Captain Charles and Ruth Godfrey Smith. The former had charge of portions of the D. & H. work here for many years and built a section of the D. & H. canal before coming to Carbondale." ("Death of Mrs. P. C. Gritman Is Sad Loss to Community," *Carbondale Leader*, February 24, 1909).

Regarding (1) the position of first engineer at the head of Plane No. 1, and (2) the position of superintendent of motive power, when the Gravity Railroad opened in 1829, we reported, on pp. 147-148, the following statement from *Joslin/Davies*:

"The first superintendent of motive power on the gravity road was James Goodfellow. William Ball was the first engineer at the head of No. 1 plane; Mr. Goodfellow resigned his position after a few months, and Mr. Ball was made superintendent of motive power, which position he held until his death in 1859. Whitman Brown succeeded Mr. Ball as engineer at No. 1, who after a few years was transferred to Honesdale. John B. Smith next became engineer. When the road from Port Griffith to Hawley was built [the Pennsylvania Coal Company's Gravity Railroad] Mr. Archbald was made general superintendent. He selected from the D. & H. employees such men as he thought would be the best fitted for important positions on that road, and among them was John B. Smith. His upward grade from engineer, superintendent to president of the company, eminently testified to the foresight of Mr. Archbald in his selections. / Thomas Shearer, who was for a long time fireman at No. 1, succeeded Mr. Smith then followed Ulysses Campbell. James Vannan became engineer at No. 1 in 1866, and retained the position until the road was abandoned in 1899." (*Joslin/Davies*)

The conflicting statements presented above about (1) the first engineer at the head of Plane No. 1, and (2) the first D&H Superintendent of Motive Power are the result of incomplete information being made available to an informant or a writer at the time a given statement was made. That being the case, and given the credentials of the various informants and writers, we believe that

--James Goodfellow was the first Superintendent of Motive Power of the Gravity Railroad

--William Ball was the first engineer at the head of Plane No. 1.

--When James Goodfellow resigned after a few months, William Ball was promoted to become Superintendent of Motive Power, and Whitman Brown was hired to take the place of William Ball as engineer at the head of Plane No. 1.

## 2. More on the Astonishing John B. Jervis

From his obituary (see Volume I in this series, pp. 249-250), we learn that in 1849-1850 he served as chief engineer on the Hudson River Railroad, which in 1864 became a part of the New York Central railroad. For his engineering work for the New York Central railroad, Jervis was presented by the New York Central with a solid silver life pass (only two of which were ever issued).

In the October 2015 issue of the *Bridge Line Historical Society Bulletin*, on pp. 15, 18, there is a monthly report titled *The Metropolis Monograph* by Robert A. Lowe. On page 18 in that report, we read:

### Stones unturned

John Jervis confronts—and triumphs over—an obstacle. In this instance, a lagoon at West 63<sup>rd</sup> Street in New York.

Back in 1847, the Hudson River Railroad was being constructed between Manhattan and Albany. The engineer, John B. Jervis, sought the most level and straight path for this route to Greenbush. He was stymied at West 63<sup>rd</sup> Street by a lagoon. Not daunted, he built a stone causeway to allow the railroad track to be built over the lagoon. The resulting railroad was acquired by Cornelius Vanderbilt in 1864, and he merged it into his New York Central & Hudson River Railroad. This line promoted the intensive commercialization and industrialization of the river corridor on the west side of Manhattan, and trains served the docks there.

John B. Jervis' legacy lives on into the 20<sup>th</sup> and 21<sup>st</sup> centuries.

In 1994, the former lagoon site was up for development, and an environmental review indicated archeological items. The successive probe indicated the embankment and arched passageway as part of the embankment, with stone three feet thick, along with massive soil-filled platforms. Some of the embankment stones were kept as ornamentation in the new park.

The Chicago and Rock Island Rail Road was constructed under the direction of John Jervis. He was president of that line, 1853-54. Shown below is a stock certificate from that rail line, dated March 1, 1853, that was signed by John B. Jervis. This certificate was discovered on 11-23-2015 by John V. Buberniak on E-Bay.

Chicago and Rock Island Railroads were constructed under his direction, and he was President of the Chicago and Rock Island in 1854.



Signature of John B. Jervis

In John Jervis' obituary that was published in a Rome, NY newspaper on January 13, 1885 (the day after Jervis's death) we read the following: "Mr. Jervis's greatest work was the construction of the Croton Aqueduct which supplied New-York City with water, and of which he was the engineer in charge in 1836. The completion of this great work gave him a world-wide reputation, and he was engaged as consulting engineer on the Boston water works from 1846 to 1848. The following year he was made chief engineer of the Hudson River Railroad, a position which he



held for two years. After this the Michigan Southern, Northern Indiana, and Chicago and Rock Island Railroads were constructed under his direction [emphasis added], and he was President of the Chicago and Rock Island in 1854. His next work was the building of the Pittsburg, Fort Wayne and Chicago Railroad."

From that reference we learn that the Northern Indiana Railroad was built under his direction.

Shown below is a Northern Indiana Rail-Road Company stock certificate that was signed by John B. Jervis, President on November 19, 185?, for 30 shares of that company's stock, @ \$100 each, that were purchased by C. (?) H. (?) Merriman. Our thanks to John V. Buberniak for bringing to our attention this certificate that was being sold on E-Bay on December 6, 2015.



Signature of John B. Jervis,  
President

## Addition for Volume III:

### 1. The Chemung Canal

In Volume III in this series, pp. 485-488, we took a look at the North Branch Canal, and learned that it was a state-owned canal, built between 1828 and 1856. It was 169 miles long, with 43 locks that raised the boats a total of 334 feet. (The southern end of the canal was 420 feet above the level of the sea; the northern end was 754 feet above sea level.) It ran along the North Branch of the Susquehanna River between southern New York (Elmira) and north-central Pennsylvania (Wilkes-Barre).

The first segment of the canal, begun in 1828 and completed in 1831 to Nanticoke Falls, was 55 miles long. In 1834, a project called the Wyoming Extension increased the canal's length by 17 miles past Wilkes-Barre to Pittston. A final extension of 97 miles from Pittston to the New York state line at Athens (Chemung River, near Athens, Bradford County) was started in 1836 and finished in 1856.

At its southern end, the North Branch canal connected with the West Branch Canal and the Susquehanna Division Canal at Northumberland (Susquehanna River), while on the north it connected with the Junction Canal (a privately built and owned canal between Athens, PA and Elmira, NY; partly opened in 1854; completed 1858; 18 miles long with 11 locks; closed in 1871; sometimes called the Arnot Canal, after John Arnot of Elmira, its principal stockholder) and the New York canal system.

The Junction Canal connected the North Branch Canal with the Chemung Canal, which connected with Seneca Lake, which connected with the Erie Canal. Boats using the Pennsylvania canal system could thus travel as far as Buffalo and Lake Champlain.

For detailed information the Junction Canal, see: "The Junction Canal (1855-1871): Elmira, New York, to Athens, Pennsylvania" by Charles Petrillo (*Canal History and Technology Proceedings*, Volume X, March 23, 1991, pp. 181-211, published by Canal History and Technology Press, 1991).

A very interesting article about the Chemung Feeder Canal was reprinted (from Central N. Y. NRHS's *Green Block* via *Midwest Rail Scene Report*) in the July 2015 issue of the *Bridge Line Historical Society Bulletin* (p. 24). Here is that article: "**The Corning, Painted Post, Coopers Plains, Monterey & Pacific Railroad...** A 100-foot railroad built during the days of the Chemung Feeder Canal provided its owner with passes from most of the major railroads in the nation. / Charles Denison, a wealthy Corning businessman, saw the possibility of speeding up the transfer of coal from the Fall Brook Railroad to the canal barges which tied up at his warehouse dock. He built his own railroad, just 100 feet from where the Fall Brook line ended, to the canal. The coal was shoveled into his hopper cars; the cars were pushed 100 feet to a point where the

hopper could be opened and the coal dumped directly into the canal barge below. / Mr. Denison was President of the 'line' and his wife was Secretary and Treasurer. This 100-foot railroad was called the Corning, Painted Post, Coopers Plans, Monterey and Pacific Railroad and was standard gauge. The railroad made money because coal shipments from the new Pennsylvania coal fields were large and the system reduced labor costs by about one-half and speeded up shipments. / After a time, Mr. Denison realized other railroad men were getting passes to travel on all railroads in the country. So, he wrote to the presidents of the major lines, enclosing special passes for his railroad. The response was quick and passes rolled in with every mail. The Denisons traveled all railroads in the country without paying fare. They were honored guests because he was a railroad president. / Then it was discovered that Denison had no real rolling stock. The passes he had issued could be used only on a dump car, and that was covered with coal dust. The man did have a sense of humor. He wrote back to the railroad presidents who had demanded an explanation from him, 'Well, my railroad may not be as long as yours, but it is just as wide.' "

## **Addition for Volume IV:**

### **1. D&H Employees between Waymart and Honesdale**

There were three hundred Delaware and Hudson Canal Company employees on the line between Honesdale to Waymart, inclusive:

"The *Honesdale Citizen* says the Del. & Hud. C. Co. give employment to about 300 men along the line of the Gravity, from Honesdale to Waymart, inclusive." (*The Journal*, March 24, 1887, p. 3)

### **2 Photograph of Shepherd's Crook**

The photograph, given immediately below, by an unknown photographer, is a view into Shepherd's Crook from Level 20 as it descends towards/into Shepherd's Crook.

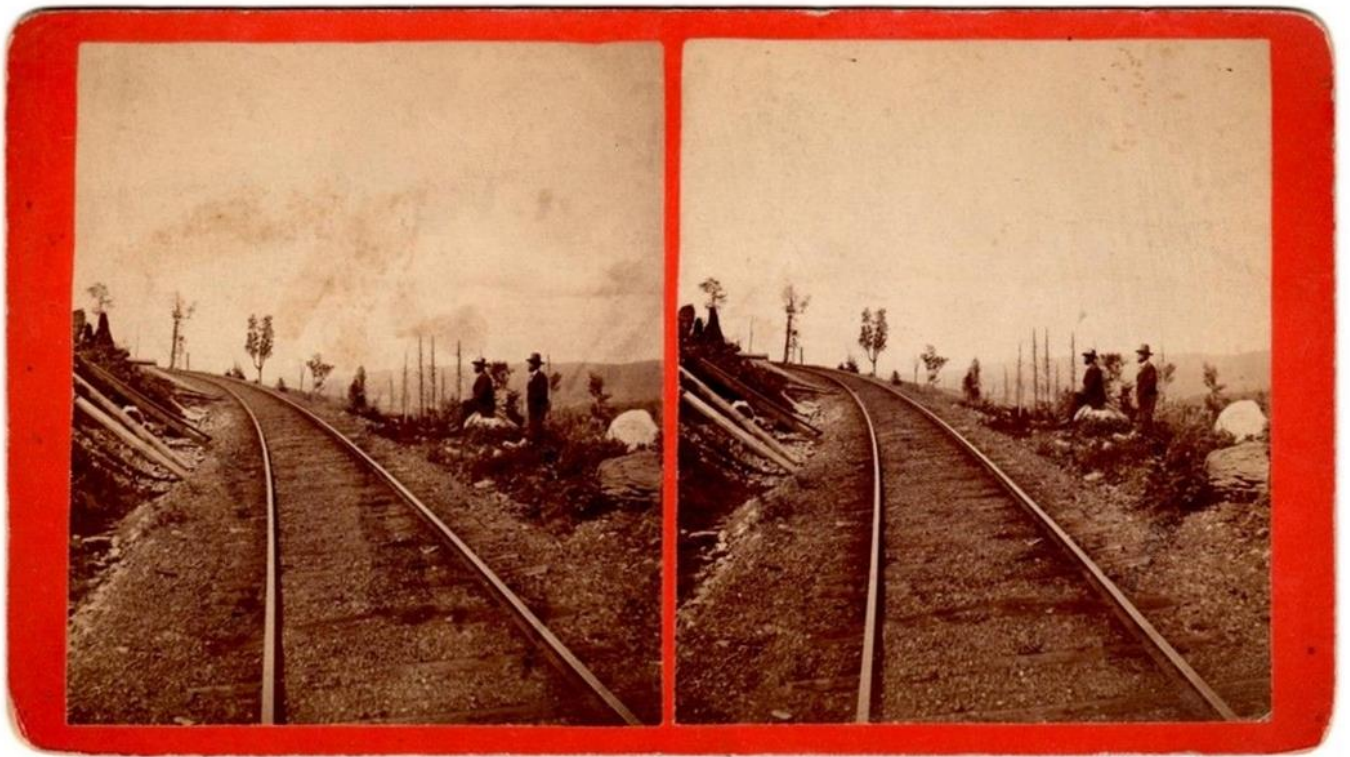


Note in this photograph, the man standing to the left of the tracks at the entrance of the "crook." This man surely must have accompanied the photographer on his ride down the mountain. Note, also the shadow of the photographer on the right rail in the foreground. This photograph, remarkably, was "found" by the author in the archives of the Carbondale Historical Society during some routine archival work in August 2015.

### **3. Hensel photograph of Shepherd's Crook**

Given below is a photograph of Shepherd's Crook. It is Hensel No. 1125: *Steep Grade at Shepherd's Crook*. This is a view at the exit of the "crook" as the tracks continue their descent towards White's Crossing. In the photograph, the tracks appear to go uphill, which is not the case. Note the two men standing to the right of the tracks in this photograph.





The reverse of this Hensel stereocard, which was sold on the Internet on August 18, 2015, is given below. Note Hensel's "stamp" on the back of this card, and note that his first name, *Ludolph*, is given incorrectly in the hand-stamp.



A RIDE OVER THE  
**DEL. & HUD. GRAVITY ROAD**  
 INTO THE COAL REGIONS,

PHOTOGRAPHED AND PUBLISHED BY  
**L. HENSEL, Port Jervis, N. Y.**

No. 1125

- 1100, 1101 Honesdale, seen from the Head of No. 13 Plane.  
 1102, 1103 The "Horse Shoe," seen from a ledge.  
 1104, 1105 Looking down from the Head of No. 14 Plane.  
 1106 Looking toward Depot, at Prompton, on Light Track.  
 1107 Looking toward Prompton, from Head of No. 15 Plane.  
 1108 Looking up No. 16 Plane, Passenger Train on Loaded Track.  
 1109 Looking down No. 16 Plane.  
 1110, 1111 Island on Keen's Lake, seen from Light Track.  
 1112 Keen's Lake, seen from Head of No. 17 Plane.  
 1113 The Angle at Head of No. 17 Plane.  
 1114 Depot and Tracks, seen from Foot-Bridge, at Waymart.  
 1115 Waymart, seen from Patterson's Hill.  
 1116 Waymart, seen from Old Dumping Ground.  
 1117 View down No. 18 Plane, with Passenger Train; Waymart in the distance.  
 1118 View down the Valley from Head No. 11 Plane.  
 1119, 1120 Views of Shepard's Crook.  
 1121 View of Passenger Train on Shepard's Crook.  
 1122 View down Lackawanna Valley from Shepard's Crook.  
 1123, 1124 Views in Rock Cut at Shepard's Crook.  
 1125 Steep Grade at Shepard's Crook.  
 1126 View down Lackawanna Valley from above Shepard's Crook.  
 1127 View down Lackawanna Valley from Head of No. 23 Plane, at Olyphant.  
 1128 Olyphant, seen from near Head No. 23 Plane.  
 1129 Grassy Island Breaker, near Peckville.  
 1130 View over the Gravity Road from Grassy Island Breaker.  
 1131 View of Inclined Bridges of the Del. & Hud., crossing the Lackawanna, at Peckville.  
 1132, 1133 View down the Lackawanna Valley from Plane No. 26.  
 1134, 1135 Views of Gravity Road from Head of No. 25 Plane.  
 1136 View of Archibald from Loaded Track.  
 1137 View of Archibald and Coal Breaker, seen from Railroad.  
 1138 View of Railroad Bridge at Foot of No. 26 Plane.  
 1139 View of Archibald and Coal Breaker, seen from Bridge at Foot of No. 26 Plane.  
 1140 View of Jernyn, seen from Head of No. 27 Plane.  
 1141, 1142 View of Carbondale, seen from Head of No. 28 Plane.  
 1143 View of VanBergen & Co.'s Foundry and Hendricks' Oil Works, from Head of No. 28 Plane.  
 1144 View of Highworks and Shops from Head of No. 28 Plane.  
 1145 View of Carbondale, seen from No. 1 Plane.  
 1146 View of Racket Brook Gap, seen from Railroad.  
 1147 View of Racket Brook Breaker, looking up Plane No. 4.  
 1148, 1149 Views of Carbondale, seen from Plane No. 4.  
 1150, 1151 Views of Lackawanna Valley at Carbondale, at distance from No. 5 Plane.  
 1152 Bird's-eye View of Keen's Lake.  
 1153 Delaware & Hudson Track crossing Keen's Lake.  
 1154, 1155 Views up the Gorge at Shepard's Crook.  
 1156 Picnic Ground above Painter's Creek Falls, Shepard's Crook.  
 1157 Manville Falls on Painter's Creek, seen from above.  
 1158 Manville Falls on Painter's Creek, seen from below.  
 1159, 1160 VanBergen Falls on Painter's Creek.  
 1161, 1162 Devil's Slide on Painter's Creek.  
 1163 Wilbur Falls, seen from the Gravity Road.  
 1164 The Depot and Planes at Waymart, seen from the Highworks.  
 1165 The Highworks at Waymart.  
 1166 McGarry Avenue on the Gravity Road.

1125 Steep Grade at  
 Shepard's Crook.

#### 4. Photograph of Wreck on Plane No. 1, 1872

Given below is a photograph that was taken in downtown Carbondale on February 13, 1872, of a wreck of cars on Plane No. 1. This photograph, remarkably, was "found" by the author in the archives of the Carbondale D&H Transportation Museum during some routine archival work in August 2015.

About this third photograph:

In the March 2, 1872 issue of the *Carbondale Advance* (p. 4) there is an ad from the Carbondale photographer, S. Y. Richards, in which he announces that he will close out his business on March 18, 1872. The last paragraph of the ad reads as follows: "A very good PHOTOGRAPHIC VIEW of the wonderful wreck of Cars on No. 1 Plane, on the 13<sup>th</sup> inst., can be obtained of the subscriber, and nowhere else, as his was the only one taken. S. Y. RICHARDS. / Carbondale, Feb. 16, 1872 [sic, should, of course, read "1872"]"

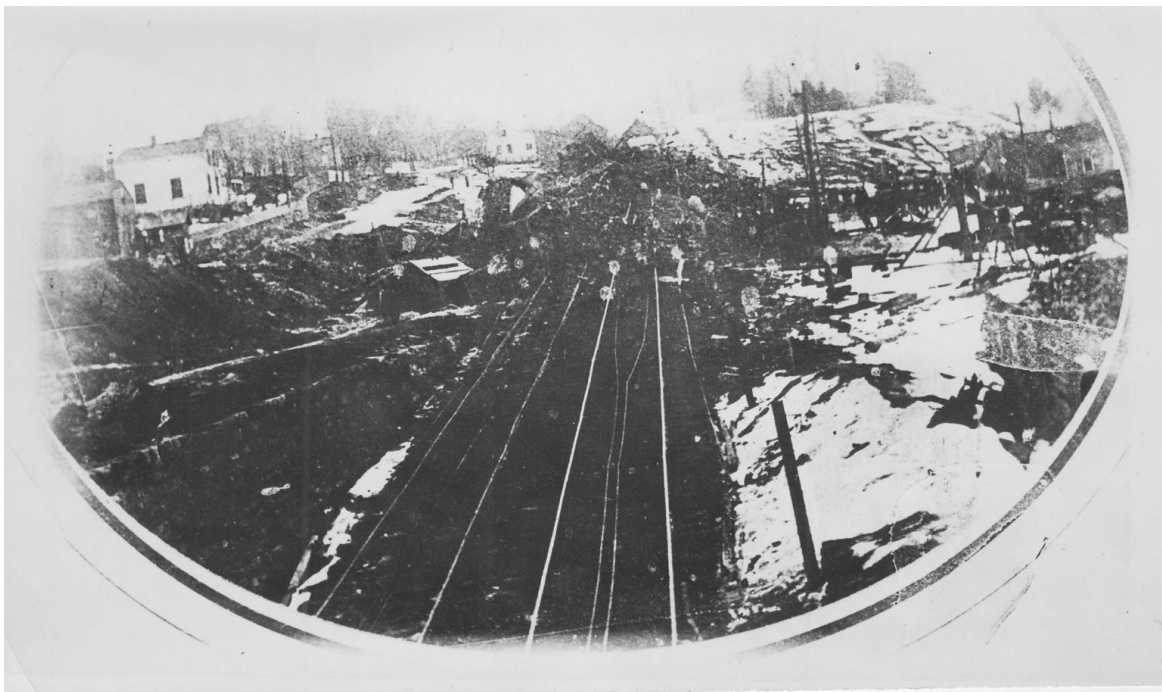
Here is the account of that wreck on Plane No. 1 that was published in the *Carbondale Advance* of February 17, 1872, p. 3:

**"The Great 'Smash-Up.'** / The greatest Runaway and Smash-up of coal cars in the history of the road, occurred on the Gravity railroad here on Tuesday morning. / A long train of empty coal cars stood as usual upon that morning on the level extending from the head of Plane No. 1 to the foot of Plane No. 2. The rail was frosty, and a train let down from No. 2 Plane against these, started them, and in the state of the rail, brakes being useless, they shot back rapidly over the angle at No. 1 Engine, and down the Plane. They came rushing pell mell at a fearful speed down the Plane, until when about two thirds down the empty track they encountered a train being let down and suspended by the wire rope from the machinery of the engine. This obstruction caused a tremendous crash, and they piled themselves up, on and off the track in wild confusion. Fortunately, no lives were lost, but the destruction of cars was fearful. About 150, we are told, were engaged in the strange race, of which few escaped serious injury, and many were totally wrecked. / The track was speedily cleared, with the accustomed energy, and hardly had the cars commenced running upon the Plane, when a second runaway occurred, showing the strange tendency of the cars to refuse control on that morning." (*Carbondale Advance*, February 17, 1872, p. 3)

In 1899, another wreck took place on Plane No. 1, and at that time an article about the 1872 wreck was published in a Carbondale newspaper. Here is that article from 1899, in which there is more on the 1872 wreck from the perspective of 1899:

“Saturday’s wreck at No. 1 plane was undoubtedly the last that will occur on that section of the old Gravity. While few accidents have taken place there in the past, No. 1 bears the unenviable distinction of being the scene of the greatest railroad wreck in all history—for the number of cars destroyed. It is now fully twenty-five years since the disaster occurred but it still remains fresh in the minds of all who were residents of Carbondale at the time. Early one Monday morning in February some boys were amusing themselves by letting off the brakes of a long train of light cars standing on a switch at the head of the plane. The cars finally started and the pressure behind them was so great that in a few moments the train was beyond control. Down they rushed over the head of the plane and began to pile up in shattered fragments beside the track as they were thrown from the rails by the safety latches. Such was the force of propulsion by the rear portion of the train that the forward cars were forced over one another till nearly the entire length of the plane was strewn with debris. The news spread like wild fire and there was a general rush to the spot from all parts of the city. Enterprising photographers made pictures of the wreck and one of these was until recently an interesting part of the furniture of No. 1 head house. The official reports to the company showed that 120 cars were demolished or badly injured in the wreck.” [clipping in the Gritman scrapbook, dated Monday, March 13, 1899]

Here is the photograph of the wreck of cars on No. 1 Plane on February 13, 1872, that was taken by Carbondale photographer S. Y. Richards on the day that the wreck took place. This photograph is in the archives of the Carbondale D&H Transportation Museum where it has been incorrectly identified, in a pencil notation on the back of the photograph, as a wreck on Plane No. 1 in March 1867. The print of this photograph in the archives of the Carbondale D&H Transportation Museum appears to be a copy print made from the original photograph.



No photos, but another smash-up. This one in 1873

"Twenty-one empty coal cars were run off the track and tumbled into a heap on the gravity road a few days ago. The smash-up was caused, it is supposed, by the turning of a switch by some malicious person." (*Carbondale Leader*, December 27, 1873, p. 3)

### **5. Hensel Photograph of D&H Coal Office at Providence**

Shown below is Hensel No. 1197 or 1198: *D&H Coal Office, at Providence, PA.*





VIEWS ALONG  
**THE HONESDALE BRANCH OF THE  
 NEW YORK, LAKE ERIE & WESTERN RAILROAD,**

Photographed and Published by  
**L. HENSEL, PORT JERVIS, N. Y.**

No. 1209

- 650—Millville Station, Pike Co., Pa., with train.
- 651—Millville Station, seen from across the canal.
- 652—Millville, seen from Deming's Rock.
- 653—View down the Lackawaxen, from above Millville.
- 654—View above the dam at Millville.
- 655—The Deming House, Millville, Pike Co., Pa.
- 656, 657—Views in Schimer's Cut, above Millville.

VIEWS OF HONESDALE, PA.

- 963—View down Main Street from uptown Bridge.
- 964—View up Main Street from Basin Bridge.
- 955—View up Second Street with Foliage on Trees.
- 966—View down Second Street.
- 967, 968—The Promenade around the Park.
- 969—The Fountain and Monument in the Park.
- 970—View up Ninth Street to Main Street.
- 971—View up Tenth Street from Main Street.
- 972—Irving's Cliff seen from Main Street Bridge.
- 973—Head of No. 13 Plane seen from D. & H. Highworks.
- 974, 975—Coal Screens on Del. & Hud. Canal Docks.
- 976, 977—Steam Coal Shovel on the D. & H. Coal Docks.
- 978—Iron Bridge over the D. & H. Canal Basin.
- 979—Tenth Street and the Lower Ledge.

VIEWS OF CARBONDALE, PA.

- 1191—View down Main Street, from Del. & Hud. Office.
- 1102—Highworks of the D. & H. Road across Dundaff St.
- 1193, 1194—Views of St. Rosas Academy.
- 1195—The Grotto of the Holy Virgin at St. Rosas Academy.
- 1196—Del. & Hud. Machine Shops and foot of No. 1 Plane.
- 1197, 1198—D. & H. Coal Office at Providence, Pa.
- 1199, 1200—The Providence Bridge, of the D. & H. Road.

VIEWS OF CRYSTAL LAKE,

2400 feet above Tide Water, Susquehanna County, Pa.

- 1201—Crystal Lake House, seen from the road.
- 1202—Crystal Lake House, seen from above the Lake House.
- 1203—The Lake House, seen from the Boat Landing.
- 1204—Crystal Lake Grove, seen from the Landing.
- 1205—View up the Lake from below the Landing.
- 1206—Starting out for a row on the Lake.
- 1207—The Boat House and Crystal Lake.
- 1208, 1209—Views on the East Shore of Crystal Lake.
- 1210—The Lady of the Lake starting from the Boat House.
- 1211—The Grove and Steamer seen from across the Lake.
- 1212—The Lake House seen from across the Lake.

09-27-2015

John:

The Hensel photo  
 link that you sent  
 must be Hensel  
 1197 or 1198. As  
 far as I know, he  
 only took two  
 views 1197/1198  
 and 1199/1200 of  
 Providence.  
 SRP

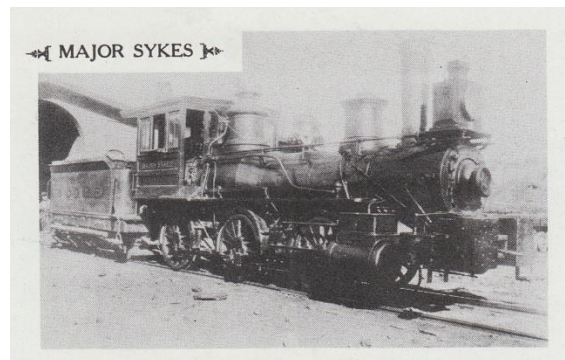
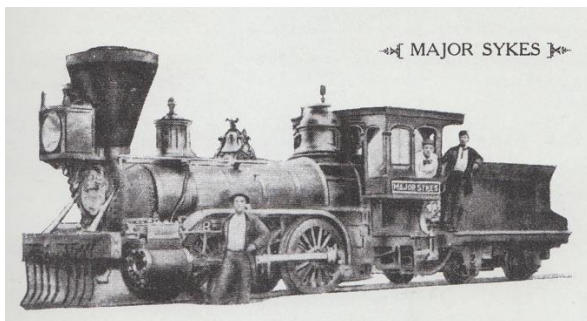


D&H Freight House and Coal Office. This coal office is referenced on the invoice that is shown below on page 341.

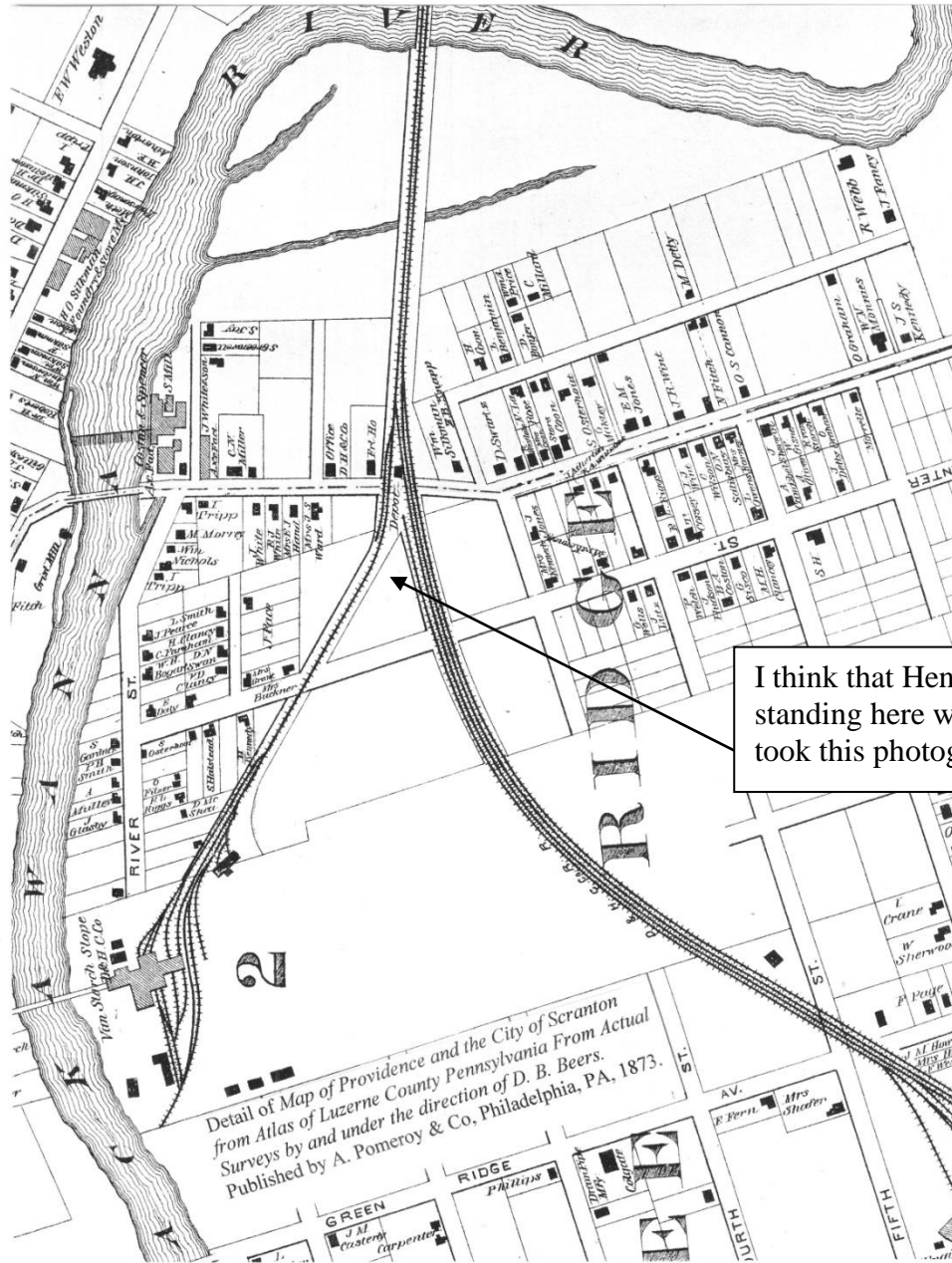
Is this the Major Sykes?



Hensel No. 1197, 1198: *D. & H. Coal Office at Providence, PA.* View looking North (with train heading South) at Providence.



Major Sykes, after it was rebuilt



### Address of the D&H Coal Office at Providence/Scranton:

The address of the D&H Coal Department, shown in the Hensel view on page 336 and identified on the invoice shown below, was, in 1890, 2301 Providence Place. This we know from the D&H hand stamp in the upper left corner of this D&H invoice, dated May 2, 1890, in the collection of the Carbondale D&H Transportation Museum. The hand stamp is hard to read in the full-size copy of the invoice, but it can be seen easily in the enhanced close-up view of this corner of this invoice in the detail that is given at the bottom of this page.

An enhanced close-up view of this corner of this invoice is shown below.

Delaware and Hudson Canal Company.  
*Mines.* *2<sup>d</sup> May 1890*  
*No. D. L. & H. R. R. Co.* *Dr.*  
To DELAWARE AND HUDSON CANAL COMPANY--Coal Department.  
*188*  
For *1475. Hago powder delivered to Manila Mine in April 190* *1.50* *\$ 712.50*  
*april 190*  
Received Payment *188*

The text on the hand stamp shown below reads as follows: "DEL. & HUD. CANAL CO. 2301 Providence Place SCRANTON PA"

D&H Coal Office  
2301 Providence Place  
Scranton, PA





## 6. Union Plane

Addition for section 6830 in Volume IV (pp. 304-313): "Union Plane: Loaded and Light": photo in the collection of the Wayne County Historical Society. Photo scanned by SRP on January 16, 2016:



## 7. Snow shed on Plane No. 17

Photo in the collection of the Wayne County Historical Society (scanned there on January 16, 2016 by the author):



## Additions for Volume V:

### 1. Carbondale Gravity Shops

Shown below are two different prints of the same photograph, by a professional photographer. The one is a blue photograph of the Carbondale Gravity Shops area with a Gravity passenger train, the other is a standard black and white photograph of the same image that the photographer has pasted onto standard photo cardboard.

Here are those two photographs:



"( E. Hubbards ) / Gravity Train Nearing Main St Station Feb 8 / 93" Photo in the collection of the Carbondale Historical Society"

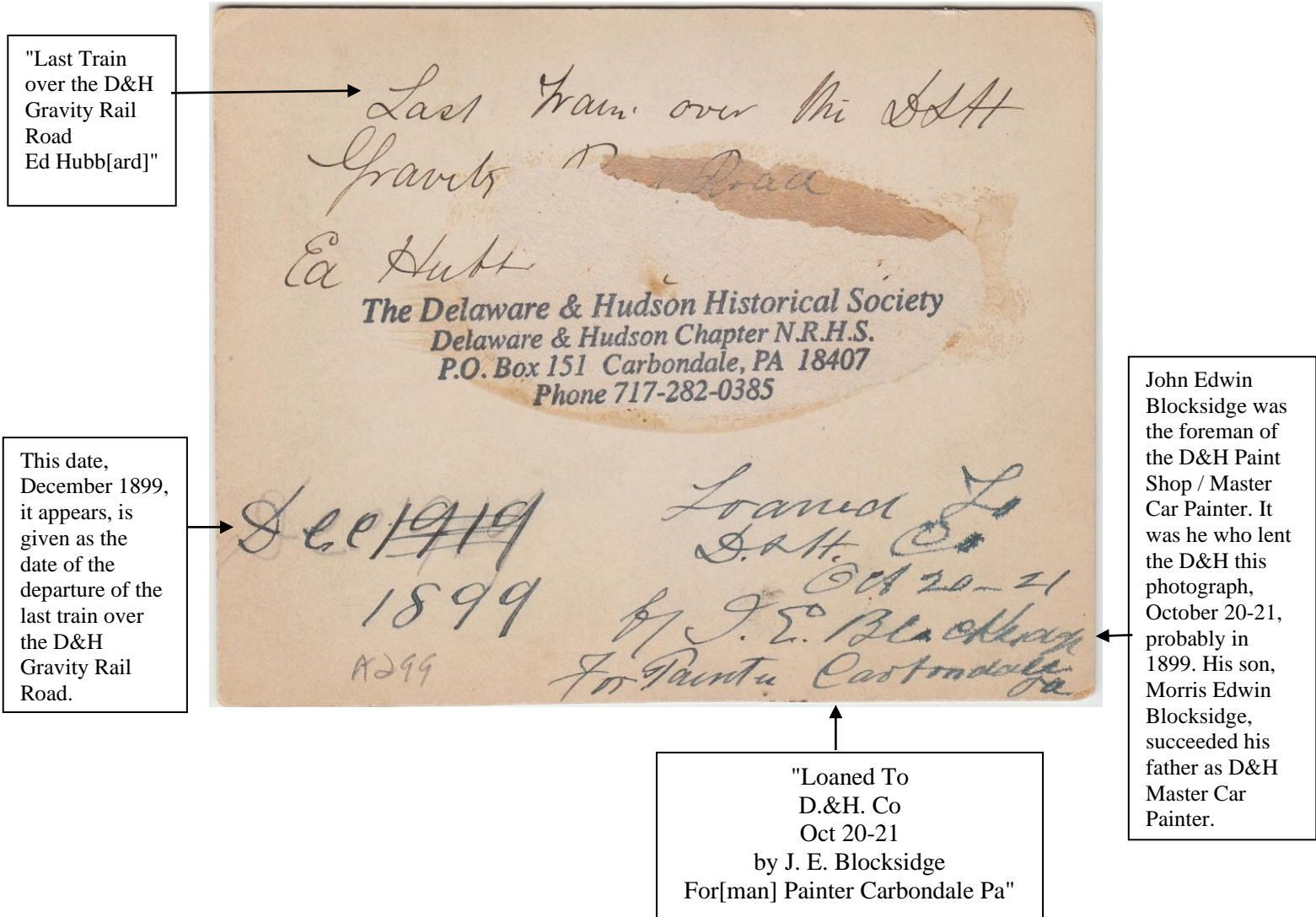


Here is another print of the same photograph:



"Closing of the 'Old Gravity' to Honesdale / Last Train Leaving 3. P.M. from Carbondale, Ed. Hubbard Con'dt [Conductor]" Photo in the collection of the Carbondale Historical Society.

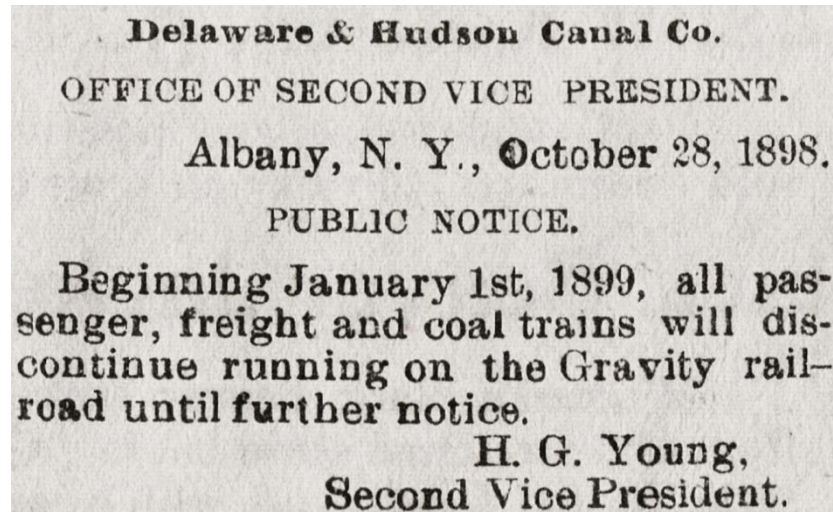
This is the back of the photograph given above:



Two identical photographs with identifications written on them in the nineteenth century. In the first we see, according to the caption thereon, a Gravity train nearing Main Street station on February 8, 1893; in the second we see, according to the caption thereon, the last Gravity train leaving from Carbondale at 3 P.M. in December 1899. Which identification is correct? The

caption on the first photograph is correct. The caption on the second photograph is incorrect.

In the first photograph, the train is, in fact, "nearing"(i.e., arriving at) the Gravity Railroad Main Street Station, which is located to the right of the scene shown here, with Ed Hubbard, its long-term and well known conductor. In photo No. 5, the train is not "leaving" Carbondale. If it were leaving Carbondale, it would be out of sight, to the right of the scene shown in this photograph. In addition, the "last train over the D&H Gravity Rail Road" did not leave Carbondale in December 1899. Here is the announcement that was posted by the D&H on October 28, 1898:



What perhaps happened is that J. E. Blocksidge lent to the D&H a photo in his collection that he believed was the last train to run over the "Old Gravity" Railroad to Honesdale, and gave it his best shot to write a meaningful caption on the photo.

## **2. Destruction of Gravity Coal Cars following the Closing of the Line in 1899**

Two photographs, shown below, in the collection of the Wayne County Historical Society (scanned by the author on January 16, 2026). This material should be inserted in Volume V on page 139.





## **Addition for Volume VII:**

### **1. Mules at Avondale Colliery**

From the account of the fire at the Avondale Colliery (Steuben Colliery) on September 6, 1869 (**"THE AVONDALE HORROR. / COAL BREAKER AND SHAFT BURNED, The Miners and Laborers inside cannot be Extricated until they are Suffocated by Carbonic Acid Gas. / 108 LIVES LOST"**) that was published on page 2 of the *Carbondale Advance* of September 11, 1869, we learn that one boss mule driver and nine mule drivers worked there. We have not yet learned how many of them, if any, were killed in the fire. Three mules, it is known for a fact, were killed in the fire.

## **Addition for Volume VIII:**

### **1. Bad Accident on Gravity Railroad Plane No. 4 in 1869**

**"Fearful Accident to an Excursion Party on Del. & Hud. R. R. /** An excursion party from Honesdale, going to Waymart, met with a sad accident at No. 4 Plane, on Saturday last [September 4, 1869]. While going up that plane the rope became disconnected, and the engineer conducting the excursion train, instantly put on the brakes and shouted, 'Jump for your lives.' All did so, and no lives were lost, but the following persons injured: / Miss L. E. Bullard, of Hinsdale, N. Y., right arm broken near the shoulder, severely cut about the head and arm, and otherwise badly bruised. / Mrs. Thomas J. Ham, ribs broken, cut slightly about the head and face. Severely bruised. / Miss Louise Wood, daughter of E. G. Wood, right arm broken above the elbow and severe flesh wound in one limb./ Mrs. Gaston, wife of Cashier Gaston, of Newark, N. J. Injury to spine. / Miss Calder, daughter of A. Calder, Esq., of Equinunk, had one of the bones of her left limb broken near the ankle, and was otherwise injured. The shock induced a severe neuralgia attack, which it was for some time feared might prove fatal. / Mrs. L. B. Richtmyer, though at first thought to be unhurt, is at present suffering from a severe injury to the spine. / Miss Georgia Lawrence. Ankle badly sprained and injury to shoulder. / A number of others, including Mrs. E. A. Penniman, Miss Katy Hurlburt, Mrs. Dr. Dusenberre, and some of the gentlemen, sustained more or less severe sprains and bruises." (*Carbondale Advance*, September 11, 1869, p. 2)



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